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FIRST EDITION

XLIII. CONGRESS

FIRST SESSION.

WASHINGTON, D. C., February 18, 1874.

SENATE.

The CHAIR laid before the Senate a memorial from the Cincinnati Common Council, Board of Trade, and Chamber of Commerce, protesting against any reduction in the appropriation for work on the public buildings in that city. Referred.

The HOWE introduced a bill amendatory of the Soldiers and Sailors Homestead law. It provides that persons entitled to the benefits of its first section, who have since June 8th, 1872, entered a less quantity of land than 160 acres, shall be entitled to make up the full quantity in the same manner as persons who made partial entries prior to said date.

Mr. ANTHONY, by request of the Chair, introduced a bill to extend the time for the completion of the Wisconsin Central Railroad. Referred.

Mr. CAMERON gave notice that to-morrow, after the expiration of the morning hour, he would move to take up the House bill in relation to the Centennial Exhibition.

On motion of Mr. WRIGHT, the Senate took up the bill to provide for the appointment of a commission on the subject of the alcoholic liquor traffic.

Mr. FERRY, of Connecticut, opposed the passage of the bill. The matter belonged to State and should there be treated. He asked the yeas and nays on the passage of the bill, as he desired to record his vote against it.

Mr. WRIGHT said the subject was a proper one for legislation by Congress.

Mr. CONKLING agreed with Mr. Wright.

Mr. TIPTON favored the passage of the bill.

Mr. MORRILL, of Maine, favored inquiry, but said he thought the information could be obtained by any one of the several standing committees of the Senate, and would be much more reliable than that obtained by the proposed commission. The Committee on Finance, for instance, could obtain information, and the Senate would be better satisfied with it. He did not think that men competent to serve on the commission could be obtained without compensation. He therefore moved an amendment appropriating $10,000 for the expenses of the commission.

Mr. CONKLING said he knew many persons who would serve without compensation. He would not object to appropriating $5,000 for the expenses of the commission, having no doubt that it would be sufficient for printing and all other expenses.

The morning hour expired, and the bill went over. The Senate resumed consideration of the bill to equalize the distribution of currency.

Mr. CHANDLER said at the proper time he would offer an amendment which he had read for information. It provides that the Secretary of the Treasury shall issue and redeem a dollar of legal tender notes for each dollar in national bank notes issued.

Mr. CHANDLER thought the nation could give notice that it would resume specie payment July 1, 1875, or even January 1, 1875, and coin could be accumulated in the Treasury by that time, which, with a loan of one hundred million dollars that could be negotiated, would enable such resumption. That would be the greatest measure of relief ever proposed for the nation.

Mr. HOWE gave notice that he would submit an amendment as a substitute for that to be proposed by Mr. Chandler, providing that the Secretary of the Treasury shall once in each month sell to the highest bidder for United States notes, coupon bonds equal to eighty-five per cent. of the additional bank circulation issued during the month preceding, which bonds shall bear interest at the rate of five per cent. per annum, payable quarterly, and the principal shall be payable at the pleasure of the government, after ten years from date; both principal and interest to be paid in gold coin, but none of said bonds to be sold at less than par value; and United States notes received in exchange therefor never to be reissued but to be destroyed.

Mr. MORTON said he would call the attention of the Senate to one evil which would result from the passage of this twenty-five million dollars bill. It would work a contraction of the currency to the amount of twenty-five millions dollars, because banks from which money was to be taken would understand that they would be liable to be called upon any day to return the money, and they would not lend it.

Mr. FRELINGHUYSEN said he thought there was a plan which would accomplish all that was desired, without producing any embarrassment. He would say, let the circulation be increased twenty-five millions or fifty millions of dollars, and at the same time diminish United States notes to an equal amount. The result would be that, without increasing paper money, bank facilities would be increased in those sections wanting it, and there would be no withdrawal of money from the East to give to the West. The distribution of the increase in national bank currency should be confined to those States which have not their share. Again, there should be provision made for an assorting house, so that banks should have their notes returned to them at stated times; thus the circulation would be localized. He would not allow any one to have the benefit of creating national banks, unless such applicant produced a license from the State or Governor thereof. This would secure the proper location of banks, as well as the proper men to whom this valuable franchise should be committed. He hoped this whole subject would be recommitted to the Finance Committee. In conclusion he said he favored the proposition authorizing the Secretary of the Treasury to accumulate gold with a view to specie resumption.

Mr. MORTON said there had been some improvement in the country since the panic, but that improvement was not complete, and the result of the panic was felt to-day in every county in the country.

Mr. SCHURZ read from the Chicago *Tribune*'s market report, and argued that money was easy in the West, and that there was no scarcity of it.

Mr. FERRY, of Michigan, said it was not fair to judge of general business interests by newspaper reports. Business men, when they wanied more money, went to their accustomed places or banks, but were not able to procure it. He had a letter from a company in Missouri which had a capital of $250,000 and not an outstanding note, yet it could not obtain a loan of $5,000 by paying ten per cent. interest. He denied that money was plenty in the West.

Mr. SCHURZ said he thought the gentleman must be excessively hard pressed for argument, when in reply to the regular market report of the papers, undoubtedly good authority, he produced a letter here from a man who could not get money. Of course there were men all over the country who could not get all the loans they wanted. There were plenty of men in the country who had as much money as they wanted.

Mr. MORTON said many of the newspaper articles were of a political nature.

Mr. SCHURZ said he had read from the Chicago *Tribune*, but could show statements in the *Inter-Ocean* of a similar kind, or in the Chicago *Times*.

Mr. LOGAN said the Senator could not show articles to be referred to in the *Inter-Ocean*. The gentleman had read statements to show there was plenty of money in the country. Of course there was plenty of money to be had at eight per cent. on call.

Mr. SCHURZ said all the great papers of the country were against inflation and in favor of specie resumption, and why? Because they had too much sense to be in favor of anything else. He read from the Chicago *Inter-Ocean*, of a recent date, a statement as to money being easy and borrowers few.

Mr. LOGAN said he did not doubt that money was easier than it was two months ago, and the cause of it was that the Treasury had been pouring out in the gentleman's reserve. He said the gentleman could not produce from the *Inter-Ocean* any article declaring that money was plentiful in the West. The gentleman said all the great papers were in favor of specie payment. What papers? The Chicago *Tribune*, which supported Greeley in connection with the Senator from Missouri, and the Chicago *Times*, which agreed with everything Senator Schurz said. He (Logan) supposed if all the great papers were on the side of his friend, that he (Schurz) must be a great man. This greatness favored monopolies. Mechanics and farmers must not have national banks. They must be left for great men like his friend. [Laughter.]

Mr. SCHURZ said he had not opened his lips on the question of national banks.

Mr. LOGAN said the gentleman had said that all papers which had been supported his side, thereby implying that all others were fools.

Mr. SCHURZ said he did not mean that none except those supporting his side had sense. He had laid down a line of policy for himself, and those who went with him he thought had more sense than those who did not.

Mr. LOGAN—I am sorry the Senator's opinion of himself is not appreciated by the country. [Laughter.]

Mr. SCHURZ—I am glad to know the Senator's opinion of himself is appreciated by the country. [Laughter.] He did not think there was the least occasion for the noise, simply because he had read market reports. If the Senator took offense, these reports were responsible, and not himself. [Laughter.]

Mr. MORTON said there had been a partial revival of business, attributable to the fact that twenty-seven millions of the legal tender reserve had been distributed, but the business of the country could not be revived fully on the old volume of currency.

The question being on the amendment of Mr. Scott, providing for the redemption of the whole volume of national bank currency in specie or interest bearing bonds of the United States.

Mr. CAMERON said the Senate was not full enough to-day, and he would rather have a vote taken to-morrow, at some hour to be fixed. He therefore moved that the Senate proceed to the consideration of Executive business. Rejected.

The yeas and nays were taken on Mr. Scott's amendment, and it was lost—yeas 28, nays 20, as follows:

YEAS—Messrs. Anthony, Boutwell, Buckingham, Chandler, Conkling, Cooper, Cragin, Fenton, Ferry of Connecticut, Frelinghuysen, Hamlin, Howe, Jones, Morrill of Maine, Morrill of Vermont, Stewart, Sumner, and Wadleigh—16.

NAYS—Messrs. Alcorn, Allison, Bogy, Boreman, Boutwell, Brownlow, Cameron, Carpenter, Cooper, Davis, Dennis, Ferry of Michigan, Flanagan, Goldthwaite, Hager, Harvey, Johnston, Kelly, Logan, McCreery, Merrimon, Mitchell, Morton, Norwood, Oglesby, Patterson, Pease, Pratt, Ramsey, Robertson, Sargent, Salisbury, Scott, Spencer, Stevenson, Stockton, Thurman, Tipton, West and Wright—40.

Mr. BUCKINGHAM offered a substitute for Mr. Merrimon's amendment, that the Finance Committee be instructed to report a bill to provide for free banking and for the funding of legal tender notes into United States bonds, and the redemption of United States bonds in legal tender notes. Rejected.

The question then recurred on the amendment of Mr. Cameron for the repeal of all laws restricting the amount of national bank currency.

Mr. MORTON said the Senate was not full, and he moved to adjourn.

The motion was adopted, and the Senate adjourned.

HOUSE.

Mr. HOLMAN offered a resolution directing the Secretary of the Treasury to inform the House what amount had been paid since the 1st of January, 1866, for the transportation of troops and property of the United States on each of the several railroads that have been constructed in whole or in part by aid of lands granted by the United States, on condition that such railroads should be and remain public highways for the use of the government, free of toll and other charges. Adopted.

The contested election case from the Third Congressional district of Arkansas came up on motion to reconsider and lay on the table the vote of yesterday declaring Mr. Wilshire entitled *prima facie* to a seat. The motion to reconsider was laid on the table—yeas 135, nays 129. Mr. Wilshire was then sworn in, taking the iron-clad oath.

Mr. POLAND, of the Judiciary Committee, reported a bill providing that any person who shall be convicted of the crime of manslaughter in any United States Court in any State, Territory, or in the District of Columbia, shall be imprisoned not exceeding twenty years and fined not exceeding $10,000. He stated that under existing laws, the maximum imprisonment for manslaughter is three years.

After suggestions from Messrs. Lawrence, Bass and others, Mr. FRYE inserted a proviso that the act shall not affect any prosecution now pending or the prosecution of any offense already committed.

Mr. BARBER asked Mr. Frye to let him offer an amendment that the punishment for murder should be imprisonment for life.

Mr. FRYE declined and the bill was passed.

Mr. FRYE, from the same committee, reported a bill making the punishment for extortion by officers or persons acting under authority of the United States, a fine not exceeding $500, and imprisonment not exceeding three years. Passed.

Also, a bill providing that no person shall be prosecuted, tried or punished in any United States Court for any offense not capital, or for any fine or forfeiture under any penal statute, unless indicted or information shall be found so instituted within five years, except in cases of persons fleeing from justice. Passed.

Also, a bill providing that where an occupant of public land, having color of title, has made valuable improvements thereon and his title is found afterwards not to be good, he shall be entitled to all rights and remedies as provided in such cases in their respective States or Territories. Passed.

Mr. FRYE also reported a bill providing that in the trial of all indictments, informations, complaints and other proceedings in United States Courts, the person charged shall, at his own request but not otherwise, be a competent witness; the law to apply to all prosecutions now pending.

On motion of Mr. GOOCH, the bill was made to apply to courts-martial and courts of inquiry. After discussion, the bill was passed.

Mr. POLAND, from the Judiciary Committee, reported a bill to provide for the appointment of a commission on the subject of the alcoholic liquor traffic, the commission to consist of five persons, who are to serve without pay, for two years, but are to be allowed all necessary incidental expenses and a secretary at two thousand dollars a year. Referred to the Committee of the Whole.

Also, a bill to provide for deducting any debt due to the United States from any judgment recovered against the United States by such debtor. Passed.

Mr. BUTLER, of Massachusetts, from the same committee, made an adverse report on the memorial for the acknowledgment of Almighty God and the Christian religion in the Constitution of the United States. Laid on the table.

The bill reported by the Postoffice Committee in regard to the distribution of public documents, came up as the special order, and Mr. WOODFORD raised the question of consolidation, remarking that he wanted to have action on that subject of the forty million reserve, and that it was a question of public printing and franking on one side, and national finances on the other.

The House decided, by a very decided majority, to proceed with the bill to provide for the distribution of public documents printed by authority of Congress, and of seeds furnished by the Agricultural Department, for a free exchange of newspapers between publishers, and for the free transmission of weekly newspapers by mail within the county where published.

Mr. HALE, of New York, asked Mr. Packer, who presented the bill, to allow him to offer a substitute, simply repealing the law which abolished the franking privilege.

Mr. PACKER declined.

Mr. GARFIELD raised a point of order, whether the bill should not be first considered in Committee of the Whole, as it certainly involved the expenditure of money.

The SPEAKER replied that the point would have been made, had not the House, by a suspension of the rules, overruled that point.

Mr. PACKER went on to speak in support of the bill. He stated that there were now in the document rooms of the Senate and House some 200,000 volumes, valuable public documents, folded and ready for transportation, besides pamphlets. The postage on these books and documents would be about $192,000, but if not distributed free through the mails, they would be sent by express. The bill only applied to Congress the same principle which the various Executive departments were now allowed for postage, by having special stamps furnished them, and which were furnished up to the 8th of September, 1873 to the nominal value of $1,090,478. In the Treasury Department these special stamps were furnished to 678 persons all over the country, and he thought it safe to say that they were used by ten times that number of persons.

Mr. HURLBUT asked Mr. Packer whether there had been any diminution in the expenses of transporting the mails since the abolition of the franking privilege.

Mr. PACKER said he believed not.

Mr. KASSON explained that no new contracts for transportation of mails had been made since that time.

Mr. PACKER stated that the cost of mail transportation for the year preceding the abolition of the franking privilege was nearly $2,000,000 less than the estimated expenses for the current year, and nearly $3,000,000 less the estimate for the next fiscal year. Some of that increase was attributable to the extension of postal routes, but it was clear that nothing had been saved by the abolition of the franking privilege.

Mr. CANNON, a member of the Postoffice Committee, addressed the House in advocacy of the bill. He believed the provisions of the bill were right, and believing so he had become enough to advocate it at the risk of incurring newspaper criticism. He had been informed that five-sixths of all the mail matter of the country consisted of newspapers and periodicals.

Without action the House took a recess till 7:30, the evening session to be for the consideration of the bill to revise the statutes.

SECOND EDITION.

WASHINGTON.

DEBATE ON POSTAL BILL.

Partial Restoration of Franking Privilege Probable.

Russian Mennonites Knocking for Admission.

Their Wants Laid Before Congress

Test Vote in the Senate on Inflation.

Nothing Heard of the Dictator.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 18, 1874.

Debate on Franking Privilege.

After the morning hour in the House today, there was a slight struggle on the question as to whether the forty-four million bill, or that relating to the free transmission through the mails of documents printed by Congress should be taken up, and the Postal bill finally won. It was insisted that the forty-four million bill was demanded by the country more than action upon any other measure pending. A majority thought, however, that the partial restoration of the franking privilege was of the greater importance. The impression is that the bill will pass by a large majority, and that it will be an entering wedge to further franking privileges.

Wants of Mennonites.

Mr. Smith, of the Lancaster, Pa., district, who has among his constituents a large number of Mennonites, has recently introduced to the Committees of Public Lands of the Senate and House a delegation of his constituents representing about 45,000 Russian Mennonites who are about to emigrate to America. These people have sent representatives here and to Canada for the purpose of ascertaining where they can most advantageously locate. The Canadian authorities have offered them sixteen townships of land, and have offered to bring them over at an expense of not more than thirty dollars each, so anxious are they to secure them as settlers. They however, prefer the interior of the United States, and their proposition to the Committees on Public Lands, is that they shall be permitted to locate upon a compact body of land in Idaho or in some other of the Western Territories. In order that this may be done, they ask that those who represent them may select such a body of land that it may be withdrawn from the market and not be exposed to sale. The House Committee looks with favor upon the proposition.

House Naval Committee.

The House Committee on Naval Affairs has a very large amount of business on its calendar, and is consequently meeting daily in order to be ready to report all of the most important bills at the next call of the committee, which will be early next week.

Vote on Redemption of Bank Circulation.

The vote to-day, on the motion of Mr. Scott, directing provisions to be made by the Finance Committee for the redemption of the national bank circulation in specie or interest bearing bonds of the United States, indicated in a measure the views of the Senate. Mr. Scott's motion was lost by two votes, which is claimed as a victory by the inflationists. The five absent Senators are claimed as inflationists, and the result of the vote is considered as the Scott's motion are against inflation. Still, it is claimed that the inflationists have a majority.

WASHINGTON, D. C., February 18, 1874.

THE MISSING DICTATOR.

Up to one o'clock this afternoon nothing had been received at the Navy Department concerning the Dictator, but naval officers generally believe she is safe.

FIGHT WITH COMANCHES.

The War Department has advices from Texas that Lieutenant Colonel Buell, with a command consisting of parts of Companeis D and G, Tenth Cavalry, and fifteen Tonka scouts, struck a small camp of Comanches on the Double Mountain Fork on the 5th inst., and killed ten Indians and captured all their stock consisting of sixty-four horses.

THE EDGAR STUART.

The Secretary of the Treasury has instructed the Collector of Customs at Baltimore to interpose no further objections to the trial trip of the steamer Edgar Stuart, provided an officer of revenue accompany the steamer.

The Mississippi River and the Gulf of Mexico—Project of Connecting Ship Canal—Views of Engineers on the Various Routes for the Improvement of Navigation—Brief Resume of the Advantages of the Isle au Breton Route—Description of the Proposed Canal—Estimated Cost—Production of the Mississippi Valley.

Special Correspondence of the Pittsburgh Commercial.

WASHINGTON, D. C., February 16, 1874.

On March 14, 1871, the House of Representatives passed a resolution requesting the Secretary of War to cause an examination and survey, with plans and estimates of costs, to be made by an officer of engineers for a ship canal to connect the Mississippi river with the Gulf of Mexico, or with the navigable waters thereof, of suitable location and dimensions for military, naval and commercial purposes. The officer assigned to this important duty was Captain C. W. Howell, Corps of Engineers United States Army. A Board of Engineers was subsequently appointed to consider Capt. Howell's project—a canal to connect the Mississipi river, below Fort St. Philip, with the Gulf of Mexico through Isle au Breton pass, and other methods for the improvement of the navigable outlet of the Mississippi river.

The reports of Captain Howell and of the Board of Engineers, the minority report of Colonel Barnard, the report of the Board on the subject of the improvement of the passes of the Mississippi as an alternative or in connection with the canal, and the minority reports of Colonel Barnard and Major Warren of the latter, have been sent to Congress by the Secretary of War.

General Humphreys, the Chief of Engineers, in submitting the reports to the Secretary of War for transmission to Congress, says:

"By the method now in use for deepening the channel at the mouth of the Mississippi river, a depth of from eighteen to twenty feet at low tide can be maintained, which will admit vessels of nineteen to twenty feet draught.

"The annual expenditure for securing and maintaining this depth with a width of 200 feet is $150,000, and taking into account the sum necessary to supply a new steamer every four years to replace the worn-out one of the two in use, the annual expenditure becomes $200,000.

"By doubling the annual expenditure after procuring two more steamers (at a cost of $300,000), probably a channel 400 feet wide with a depth between eighteen and twenty feet could be maintained.

"This appears to be the maximum effect which may be looked for from the system of dredging."

It appears from the report that Captain Howell, as the result of his experience on the subject of dredging, is of the opinion that the width which can be maintained with the present means will be sufficient, provided the War Department can control absolutely the use of the improved channel, a condition essential to the maintenance of the improved channel, whether it be by a canal, by jetties, or by dredging.

NECESITY OF INCREASED MEANS OF TRANSPORTATION.

The importance of securing a suitable outlet for the expanding commerce of the Mississippi valley is unquestioned. The cereals, cotton, sugar and cattle produced within its vast area require more complete means of transportation and exit than can possibly be afforded by the limited capacity of the various artificial means invented by man. The three great rivers of the heart of the continent, the Missouri, Mississippi and the Ohio, with their extensive network of tributaries, are the outlets designed by nature for the transportation of the boundless agricultural products of the Mississippi Valley. The impracticability of railways affording the necessary amount of transportation has already been demonstrated. Competition in the markets of the world for American products also requires cheaper transportation.

The subject of cheaper avenues of intercourse with the seaboard has within the past few years, owing to the unparalleled development of the agricultural States of the interior, assumed a special character. The public mind has caused those specially interested to look about for the means of supplying this increased demand for transportation. The routes via the lakes, the St. Lawrence river and Erie canal, by the patronage bestowed on them when not ice-bound, attest the importance of similar routes projected. The popular feeling in favor of water routes from the interior to the seaboard is further shown by the interest manifested in urging the extension of the James river and Kanawha canal, the projects for a canal to connect the Tennessee river with the harbor of Savannah, the yearly demand for continued improvement of Western rivers and of the bars at the mouth of the Mississippi river, and finally in this project for the St. Philip ship-canal.

The means for securing cheap transportation via the Mississippi river and the attributes to the excellent harbor of New Orleans are promised by the substitution of lines of model barges, carrying large freights on a light draught of water, and towed by comparatively inexpensive steam towboats, for the expensive, short-lived steamboats heretofore engaged in traffic on those waters. The improvement of Western rivers is yearly diminishing the risks attending their navigation. The advantages offered for transportation from the West to the sea, via this route, have attracted attention, and increasing capital from at home and abroad, and there is now reason to expect that these great natural highways will become, as they ought to, the commercial routes connecting the Mississippi Valley with the eastern seaboard and with foreign countries.

It is noticeable that the attention already given by Congress to the mouth of the Mississippi by dredging the bar at the southwest pass has been followed by an increased number of vessels seeking the port of New Orleans.

DREDGING.

On the subject of dredging, Captain Howell says:

"While the grand benefit already derived from dredging is acknowledged, there remains, in the minds of commercial men, doubt as to its continuance to meet the growing demand for deeper draught vessels.

"Distrust in the continued effectiveness of dredging can only be overcome by long continued success, and simply retards commercial progress. Distrust in the continued good will of Congress is of more serious import.

"The work in progress is dependent for its continuance on an annual appropriation; suspension for a few weeks or months will permit the natural agencies always at work to obliterate all evidences of previous improvement and return the channel across the bars at the river outlets to their normal and obstructed condition. Such occurrence would be disastrous in the extreme. It would ruin the commerce now promising such good results, ruin the merchants engaged in it, and destroy confidence in plans for its revival at any future time. Yet such an occurrence is not improbable, as evidenced by the past record of the work.

"Legislative economy enters too largely into the spirit of American politics to permit of men engaged in legitimate business staking their welfare where it will depend on the turn legislation may take.

"What is required to inspire confidence in the future of the commerce of the Mississippi river is a permanent outlet, not one of uncertain tenure.

"Dredging, from its dependence on legislative action, does not offer such, nor is it capeable of offering more than a depth of twenty feet the year round, a depth not considered adequate. It is conceived that this canal project does. The magnitude of the interests involved appears to warrant a trial of the project."

EARLY SURVEYS.

The canal project has been agitated during the past half century by local engineers and merchants, but was opposed on the ground of expense and doubts as to attracting a proportionate increase of commerce. Among the early surveys may be mentioned a reconnoissance of Breton Island pass by British naval officers about 1775. In 1832 Maj. Benj. Buisson, State Engineer of Louisiana, made an examination and recommended a canal. In 1837, at the request of the Legislature of Louisiana, and the Chamber of Commerce of New Orleans, Congress authorized an investigation of Lake Borgne, which was made by Captain W. H. Chase, Corps of Engineers. In 1838 another was made by Captain Andrew Talcott, Corps of Engineers. The report was now abandoned by Congress on an adverse report of Col. Albert, Chief of Topographical Engineers. In 1858 Mr. Montagne, a U. S. Engineer, made a survey but left before it was completed. In 1869 the Coast Survey covered the Isle au Breton pass, the results of which agree with those of the late survey. The project was again brought to the attention of Congress by prominent merchants of New Orleans, and the survey commenced in November, 1871, was completed in March, 1872.

RESULTS OF THE SURVEY.

Breton Island pass is the western of the two passes connecting the large body of water known as Breton Island Sound with the Gulf of Mexico. Its minimum width is about 33,000 feet; minimum area of cross-section about 536,000 square feet; maximum depth in throat of pass, thirty-six feet at mean low tide; depth over the bar at the mouth of the pass, twenty-eight feet. The axis of the pass lies nearly southeast and northwest. The gulf approach is from the southeast, and is flanked on the one side by the Chandeleur Islands, Error Islands, and Isle au Breton; on the other by the land forming the east bank of the Mississippi river, the two flanks forming with each other nearly a right angle, having the pass at the vertex.

The approach is well covered except from the southeastward, and offers abundant room and good holding ground for the anchorage of a large fleet. The bottom is soft and sticky in the deeper portions of the pass and approaches, and hardens from the two-fathom curve toward the shore line. The islands are of sand, and the Mississippi shore line an alluvial, marshy formation, fringed with sand reefs. At the head of the passes the gulf expands and flows into Breton Island Sound, and shoals rapidly.

The great depth of the pass is due to the tidal currents through it.

The velocity of the outward or flood tide current ranges from zero to 1.06 feet per second, and ebb tide from zero to 1.75 feet per second.

The portion of Breton Island Sound daily filled and discharged through Breton Island pass, has a superficial area of water surface of about three hundred and five square miles. Its northern and western limit is formed by numerous small islands and oyster reefs, and indented with bays and bayous connecting with lakes in the Borgne peninsula. The depth of water in the sound ranges from fifteen feet at the head of the pass to a few inches at the shore line. The bayous connecting the lakes with the sound have a depth of from twenty to thirty feet. The lakes are shallow. The shores and bottom are of alluvial formation; the islets generally of sand. There are no stones to be found in the sound, and no connection with the Mississippi river, even during the season of high water in the latter, the levees, which extend to Fort St. Philip, effectually cutting off the communication above the head of Breton Island pass.

Outside of the pass, and at the foot of the Fort St. Philip peninsula, there is a break in the coast line, to reach the depths of which the Mississippi river makes its first discharge to the eastward. This discharge is only during the flood stage of the river, and during that time a large portion of the suspension is carried through the gap from the river to be deposited in Bird Island sound, some of which may find its way into Breton Island sound.

The next eastward outlet of the river is L'Outre passes and branches. These are so situated in relation to Breton Island pass that during southerly winds some of the muddy water discharged through them must be carried by the littoral current induced by such winds, in the direction of the pass, and not only cause deposit in the bay south of Fort St. Philip peninsula, but on rare occasions, by extending into Breton Island sound, causeslight deposits there, tending, at some time in the very remote future, to diminish the capacity of the sound as a tidal reservoir.

The St. Philip peninsula, through which it is proposed to cut the ship canal, is (save in its entirely with the exception of Sand Islands skirting its eastern border) of alluvial formation, the character of which is shown by the borings.

The greater part of the peninsula is covered by shallow bays and lagoons, the only firm land being a narrow strip along the river bank, and that afforded by the Sand Islands. In the latter locality probably a channel 400 feet wide with a depth between eighteen and twenty feet could be maintained.

"This appears to be the maximum effect which may be looked for from the system of dredging."

It appears from the report that Captain Howell, as the result of his experience on the subject of dredging, is of the opinion that the width which can be maintained with the present means will be sufficient, provided the War Department can control absolutely the use of the improved channel, a condition essential to the maintenance of the improved channel, whether it be by a canal, by jetties, or by dredging.

NECESITY OF INCREASED MEANS OF TRANSPORTATION.

The importance of securing a suitable outlet for the expanding commerce of the Mississippi valley is unquestioned. The cereals, cotton, sugar and cattle produced within its vast area require more complete means of transportation and exit than can possibly be afforded by the limited capacity of the various artificial means invented by man. The three great rivers of the heart of the continent, the Missouri, Mississippi and the Ohio, with their extensive network of tributaries, are the outlets designed by nature for the transportation of the boundless agricultural products of the Mississippi Valley. The impracticability of railways affording the necessary amount of transportation has already been demonstrated. Competition in the markets of the world for American products also requires cheaper transportation.

The subject of cheaper avenues of intercourse with the seaboard has within the past few years, owing to the unparalleled development of the agricultural States of the interior, assumed a special character. The public mind has caused those specially interested to look about for the means of supplying this increased demand for transportation. The routes via the lakes, the St. Lawrence river and Erie canal, by the patronage bestowed on them when not ice-bound, attest the importance of similar routes projected. The popular feeling in favor of water routes from the interior to the seaboard is further shown by the interest manifested in urging the extension of the James river and Kanawha canal, the projects for a canal to connect the Tennessee river with the harbor of Savannah, the yearly demand for continued improvement of Western rivers and of the bars at the mouth of the Mississippi river, and finally in this project for the St. Philip ship-canal.

The means for securing cheap transportation via the Mississippi river and the attributes to the excellent harbor of New Orleans are promised by the substitution of lines of model barges, carrying large freights on a light draught of water, and towed by comparatively inexpensive steam towboats, for the expensive, short-lived steamboats heretofore engaged in traffic on those waters. The improvement of Western rivers is yearly diminishing the risks attending their navigation. The advantages

water already in the lock and its specific gravity being less than that of the latter, it remains long enough on top to be, with the greater portion of its impurities, sluiced outside of the canal.

The sluice-gates are arranged with hydraulic lift, and are lowered by their own weight.

The lock is located 400 feet from the river bank. The approach to it is between two timber wharves, which, besides forming the sides of the entrance, are extended on either side several hundred feet along the river bank, for the convenience of vessels waiting to pass the lock or awaiting towage to New Orleans. The lower approach is similarly arranged.

All the piles used in this and in other structures are to be corbelled.

The guard-lock is entirely similar in design and construction to one end of the lift-lock. It is intended to close the canal on occasions of extraordinary storms, which raise the water in the Gulf higher than that in the river.

The length of the proposed canal is six miles, 100 feet wide at the water line, 30 feet wide at the bottom, 18 feet deep, with three sluices 80 feet wide, and two locks 400 feet long.

COST OF THE WORK.

The estimates computed on the basis of the cost of material along the line, give the following as the cost of the work:

Excavation of trunk of canal and sea entrance	$2,968,673 50
Construction of lift lock	750,900 00
Construction of coffer for same	230,938 93
Construction of jetties	1,949,497 70
Construction of guard-lock	216,983 80
Construction of coffer for same	118,059 28
Construction of wharf and river entrance	107,339 48
Grand total	$7,370,903 58

With proper appropriations the engineer states that the work could be completed in three years.

Respecting the practicability of constructing the canal, the members of the board agree that it is entirely so. Further surveys, however, will be necessary to determine the best line for the location of the canal across the peninsula and the best point for it to enter the river, and position and manner of entering Isle au Breton pass.

PRODUCT OF THE MISSISSIPPI VALLEY.

The surface drained by the Mississippi exceeds 750,000 square miles, without regarding the fact that the column of States on the eastern slope in the gorges of the Rocky mountains, will be compelled to draw their tropical commerce through the Mississippi outlet. The population of this area is 17,000,000, upon an average of about twenty to the square mile of the settled portion, a density capable of almost indefinite expansion. To the normal rate of natural increase may be added a large accession of foreign immigrants. This region exhibited, in 1869, the following statement of food production:

	Bushels.
Indian corn	650,000,000
Wheat	150,000,000
Rye	4,000,000
Oats	170,000,000
Barley	14,000,000
Buckwheat	5,000,000
Potatoes	40,000,000
Total	1,053,000,000

Of animal food there was received in 1869, as:

	Beef Cattle.
Chicago	662,000
St. Louis	222,000
Cincinnati, (estimated)	150,000
Louisville, (estimated)	75,000
New Orleans, (estimated)	100,000
New York from Western States	196,000
Total	1,186,000

Hogs packed in the Western cities, 1869-70, (estimated) 4,000,000

This immense product, it must be remembered, is the surplus of live stock held in the country. These are computations of the leading articles of production. They omit wholly the manufactures, whose value may be inferred from the annual productions of the four chief cities of the valley—

St. Louis	$150,000,000
Cincinnati	125,000,000
Chicago, (estimated)	100,000,000
Louisville (estimated)	75,000,000
Total	$450,000,000

The immense provision product will be combined with the coal, iron, lead, copper, salt, lumber, cotton and innumerable other commodities which are or may be developed, so that if the export of provisions shall decline, their value will be more than made good in the exportable products. Our Union Telegraph Company will have been transformed. Confining ourselves, however, to ascertained products which require an improved outlet to the ocean, we offer the estimate which follows:

TOTAL TONS EXPORTED AND EXPORTABLE FROM THE MISSISSIPPI VALLEY.

	Tons
Cotton	4,000,000
Tobacco	36,000
Provisions	2,000,000
Other provisions	129,000
Total	2,600,000

DEB. R. K.

Street Fight Over the Cincinnati Postoffice.

CINCINNATI, February 18.—A disgraceful affair occurred on Fourth street to-day, the parties interested being A. B. Mullett, Supervising Architect, and Hon. Henry Kessler, of this city. Mr. Kessler was nominated by the President for Postmaster of Cincinnati, but for some reason his name was withdrawn, and meeting Mr. Mullet on the street to-day he accused him of being the cause of it. Mr. Mullett denied the charge, when Kessler called him a liar. Mullett resented it by hitting Kessler in the face, whereupon Kessler took Mullett by the hair and jerked him around pretty lively for a moment, and then the latter ended without either showing any signs of punishment.

FORT WAYNE.

Brakeman Injured—Trial of Young Thieves—Trout le About Fair Grounds.

Special Dispatch to the Commercial.

FORT WAYNE, IND., February 18, 1874.

William Dilson, a brakeman, fell from the top of a freight train to-day and was seriously injured.

Several boys are under arrest for stealing pipes from different railroads here and are now having a trial. This thieving has been going on for some time.

The committee selected to purchase fair grounds, after concluding a purchase and contracting a big price, now finds the owner wants to back out, and demands more money than his first proposal. This will undoubtedly delay arrangements for the coming fair.

Siamese Twins Autopsy.

PHILADELPHIA, February 18.—A formal report was made to-night to the Fellows of the College of Physicians, relative to the autopsy on the bodies of the Siamese twins. Dr. Pancoast explained certain physiological peculiarities in the respective bodies. Prominent among these peculiarities was the existence of what Dr. Pancoast called a fatty cord, which extended from the mucous membrane of the stomach, to which it adhered, in direction of, but not quite into, the band of union. There were also similarities of the umbilical and liver in each body, together with many other abnormal growth of formation entirely similar to that on which the city of New Orleans and the heavy structures of Forts Jackson and St. Philip are built.

The river for several miles of its length along the reach available for the river end of the canal is nearly straight, and the water deepens rapidly from the shore line. The lines are stable because through this reach the river current is parallel to them, and has not sufficient velocity to further abrade them, as it does in the bends above.

The range of the river between extreme low and extreme high water was found to be about six feet by reference to gauge record kept at Fort Jackson, for the past two years. This has been adopted as the extreme lift of the river-lock for the canal, the least being zero.

FEASIBILITY OF THE WORK.

The feasibility of the project is fully set forth in a careful statement of the numerous physical advantages and disadvantages presented by the proposed route. The construction of jetties to carry the *debouche* of the canal to the deep water of the pass is recommended, the engineer showing that the filling with sand and other deposits, as shown on our northern lakes, Atlantic and in Europe, at the mouths of the Oder, the Vistula, the Danube, and later at the *debouche* of the North Sea and Suez Canal, is immaterial, on account of a strong current and tide in the Southern Gulf.

The excavation of the canal will be entirely through an alluvial formation, and free as far as ascertained, from rocks, stumps and buried timber. The work, therefore, can be done by dredge boats.

GENERAL DESCRIPTION OF THE CANAL.

The lift-lock is 400 feet in length between gates, eighty feet wide at top, and has a depth of twenty-seven feet over the sill at mean low tide in the gulf. The side walls and bottom are of beton, the walls faced with granite.

The Daily Commercial.

THURSDAY, FEBRUARY 19, 1874.

WE KNOW of only one possible cause for regretting the defeat of Col. McCLURE. He cannot now reward his henchman, FORNEY, who has shown himself to be the most thoroughly loyal man to a master that ever tool was to a tyrant.

THE vote of the city on Tuesday was not heavy, but it was much above the average of such elections. Last year, at the October election, the total vote was 10,400; now it is 13,500. The Republican majority, too, is fully up to the average of ordinary elections.

FIGURES will lie. The *Dispatch* demonstrated, taking GORDON'S vote last year as a basis, that McCARTHY could not be elected. Yet McCARTHY gets a much larger vote than GORDON and his majority will be greater. The wish was father to the thought, with that paper.

A RESOLUTION was offered in the House, at Harrisburg, last week, to give the Hall to FORNEY and BIGLER, on a certain night, to make speeches for the Centennial, and the House refused to entertain it solely because FORNEY'S name was in it. How are the mighty fallen!

WE WERE on the point of making a few observations concerning the prophetic and other powers and propensities of the Philadelphia *Press*, but, on second thought, we forbear. It is cruel to scoff at the natural defects of any which are not in their power to amend, and inhuman to beat a cripple with his own crutches.

IT IS stated that the New York Communists are collecting funds to establish a newspaper organ in that city, for the advancement of their peculiar views. They profess, it is said, to be able to raise $100,000 for the purpose; and if the profession be true, it may perhaps be asked, without offense, what becomes of the plea that they are starving?

THE *Dispatch* claims the election of PHILLIPS, in Allegheny, as its victory, and the *Gazette* asserts that it alone elected McCARTHY, in Pittsburgh. The difficult thing to account for is, why, if the *Dispatch* was so potent in Allegheny, it was so impotent in Pittsburgh; and why, if the *Gazette* was so potent in Pittsburgh, it was so impotent in Allegheny.

THE fly which revolved with the carriage wheel was terribly elated with its grand success in kicking up a dust; and the self-gratulation indulged in yesterday by a morning paper over the city election, puts us very much in mind of the fly. It was that paper which did all the work, and won the great victory. The self-conceit of ADOLESCENS was as nothing to this.

THE effort made to punish Mr. McCARTHY because, as a Councilman, he favored the Equalization ordinance, was, to our mind, spiced with unfairness. As Mayor, Mr. McCARTHY can have nothing to do with that ordinance; and as it has not been, and is not likely to be repealed, the votes cast against Mr. McCARTHY would seem to have been prompted more from spite than principle.

THE devils, in the time of CHRIST, cried out, "let us alone!" and the men who have been caught in bad scrapes, in all ages since, have re-echoed the cry. We are not surprised, therefore, that the special organ of Mr. GUTHRIE in the late campaign should cry out against the Rebel revelations unearthed against him. It wants by-gones to be by-gones; but the incidents of the war are not sufficiently by-gone to be forgotten or unheeded. A loyal people will never forgive the Northern man who struck hands with JEFF. DAVIS.

A BILL has been introduced in Congress, providing that the rate of postage between cities adjoining one another, or divided by a body of water less than two miles in width, shall be two cents per half ounce. It ought to pass. To transmit a letter from Pittsburgh to Allegheny costs three cents, the same amount which it costs to send it to the remotest part of Oregon or Texas. Communities closely united in their geographical, social and commercial relations, should be similarly united by postal facilities. The present discrimination is as absurd as unjust.

TWO DAYS before the Philadelphia election, the Springfield, Mass., *Republican* said: "The Pittsburgh COMMERCIAL professes to be satisfied that the Mayoralty contest in Philadelphia is virtually settled, and that McCLURE is a beaten man. It points out that FORNEY'S is the only Philadelphia paper that sustains the 'adventurer,' and hints that FORNEY has made a serious mistake." We lay no claim to the gift of prophesy; but our contemporary will probably, in view of the actual outcome of the struggle referred to, admit that, after all, we are not so bad a hand at guessing.

THE re-election of City Treasurer MAGEE is a subject of sincere congratulation all over the city. By his attention to the business of his office, and by his thorough uprightness and integrity, he richly deserved this mark of confidence. We had too sincere a faith in the good sense and sound judgment of the people to suppose that they would discard so faithful a public servant, and we rejoice that they have justified the confidence reposed in them.

THE re-election of the City Controller, Mr. SNOWDEN, is also a subject of congratulation. With the popular indorsement he has thus received, he ought to be able to build up for himself an enviable reputation, and we have no doubt he will.

WE LEARN from the Washington papers that Governor JOHN C. BROWN, of Tennessee, has arrived there "for the purpose of pressing the claims of his State against the government for the seizure and operation of railroads during the war." And we sincerely trust that "Governor JOHN C. BROWN, of Tennessee," may speedily be sent back to his State with a flea in his ear. What "claims" has Tennessee against the government in this respect, more than any other Southern State into which the Union armies fought their way foot by foot, and maintained their occupancy by battle? Should this "claim" be granted, we shall probably next hear that South Carolina and the rest of the Southern States have followed suit. Will there never be an end to this sublimated effrontery and impudence?

REFERENCE has already been made in these columns to the construction placed by the Treasury Department on the first section of the act of March 3, 1873, fixing the value of foreign coins. The Department holds that the provisions of the section apply to the custom house valuation of foreign invoices for the assessment of duty, while the importers contend that there is nothing in the act to justify any change of the specific valuations placed by a long series of acts of Congress upon foreign currencies for custom house purposes. The Department is in receipt of numerous protests and appeals from importers against the construction so placed; but, being fortified by an affirmative opinion from the Attorney General, is not in a mood to depart from its announced interpretation of the law. It is probable that an appeal to Congress will ultimately be taken in the matter.

HERE are a few figures which are respectfully commended to the consideration of those who propose to cheapen transportation by getting Congress to build a new railroad at the cost of a couple of hundred millions of dollars, and let somebody else own and run it. In Missouri there are 2,857 miles of road, the value of which, with their rolling stock, equipment and other property, not including government lands, is estimated at $24,231,000. The Governor, in a late message, says he does not know how much the land grants these roads have received from Congress are worth, but shows that to build these $24,000,000 worth of railroads, the directors obtained bonds of the State to the amount of $16,762,904; and bonds of counties, cities and townships to the amount of $28,876,000, making a total of $45,-338,904, or an excess of "aid" over the whole value of the property of $21,107,574.

A PROPOSITION for a National Lumbermen's Association is engaging the attention of the lumber trade throughout the country, and the opinions and suggestions of influential parties in the trade are being solicited regarding such an organization—if not suggested by, at least designed to be in some respects like that of the American Iron and Steel Association. It has only been within the past five or six years that statistics of a reliable character concerning this important interest have been collected and published in the United States, and it is affirmed that even now lumbermen work more in the dark than any other class of manufacturers. The waste of timber and the destruction of forests are also questions of grave importance. Many wild speculations are indulged in by writers of different sections, and it would be well to have some progress towards a fair degree of accuracy attempted as regards the future yield, which could hardly be better accomplished than through the instrumentality of such an association.

THE Republicans of Pittsburgh, with a few exceptions, covered themselves with glory on Tuesday. With many difficulties in their way, and a confident enemy to contend with, they have carried their city ticket triumphantly, and by a majority decided enough to be conclusive. In consequence of the dispute in our ranks over the nomination to the Mayoralty, the Democrats plucked up courage to make a determined fight, and under the conviction that they were going to win, they worked energetically to get out a full party vote. Hope springs eternal in the Democratic breast; and although they knew the city to be Republican by a very large majority, they fancied our party was broken up, and that they had nothing to do but walk in between the fragments. This accounts for the large vote they brought out; and the marrel is that the Republicans, having had to fight against all possible discouragements, should have rallied with such a hearty will to the work before them? They have vindicated the integrity of the party, and demonstrated its unity and strength. The victory is in all respects a grand one, and the party has great reason to be proud of it.

A USEFUL EXAMPLE.

In both Missouri and Illinois the subject of compulsory education is at present engaging the attention of the Legislatures and the people. In Illinois the tendency of opinion seems unmistakably favorable to some form of legal interference for the prevention of illiteracy, and a law, modeled upon the Massachusetts statute on the subject, has been prepared and submitted to the Legislature with somewhat fair prospect of adoption. Arguments *pro* and *contra* are earnestly urged in conversation and in the newspapers; so that, whether the law proposed be adopted or not, the people of Illinois will have acquired some clear and definite comprehension of the questions involved in such legislation. No one, we suppose, even of those most hostile to compulsory education, would deny that very erroneous notions prevail concerning its nature and tendency. Sound knowledge and clear views are always desirable, and whether the people accept or reject the legislation in question, only good can come from its discussion.

In the discussion to which we refer, a truly ponderous importance is attached to the alleged share of the German public schools in the victories of Sadowa and Sedan. Americans, especially Americans of the West, have a keen appreciation of facts, and an equally keen admiration for prowess and for the personal qualities which render prowess effective. Hence, likely enough, some of those who, in their advocacy of compulsory education, appeal to the military successes of the Germans, are merely making an adroit use of popular prejudices. In fact, the military results of education are about the last argument entitled to consideration in favor of enforced attendance at school. It is, however, true that, other things being equal, an educated man makes a better soldier than an ignorant one. This may or may not have been the case formerly under the old methods of warfare, but it is indubitably the case since the application of science to the art of killing has assigned to every private soldier a part which calls for intelligence and high moral qualities in its performance. But in this country especially, every man may look forward to the enjoyment of better opportunities than any that war affords for the exercise of whatever cultivated intelligence and trained energies he may possess. The republic may or may not become involved in hostile conflict with foreign powers. This anticipation is a mere contingency, while the obligation resting upon those who most need such education as the State bestows, to become skillful, honest and persevering workmen, sober and judicious heads of families, and generally good citizens, is for the most part universal and urgent.

Moreover, as to these latter qualities, essential to national prosperity everywhere, and especially indispensable in a republic like ours, they furnish a much more satisfactory and conclusive argument in favor of the German school system than any derivable from the German triumphs at Sadowa and Sedan. Of course we merely mean general popular education without reference to details founded on social relations and form of government. All foreign witnesses agree in describing the admirable results both in individuals and in society which can be justly ascribed to the influence of the popular schools in Germany. A recent most competent American witness writes that "education more than anything else has fraternized the great German nation." The school, he says, has there been the prime agent of loyalty. "Love of country is the germ it long ago planted in the heart of every child—the fruit whereof, now matured, gladdens and enriches the whole land." The devotion with which Germans, even in this country, regard the fatherland, is sometimes unreasonably made the subject of reproach, and no one will question the genuineness of the sentiment. It has been deliberately and assiduously cultivated in the schools, and the policy is unquestionably worthy of more systematic imitation among us than it has ever received. In order to cultivate patriotism it is not necessary to falsify history in our school books, as Mr. GOLDWIN SMITH says we do. Truth must always be held sacred in schools, whatever may suffer, and if the American people are ever to become one homogeneous nation really devoted to their country in the spirit of true patriotism, the schools inventing again or borrowing some of the German and Swiss methods, will have much to do with the result.

German thrift, German industry, and the patient and honest pursuit of competence and wealth on the solid grounds of fact and fair dealing—traits which have long been proverbial of the nation—have been carefully cultivated in the schools. It is, we believe, notorious that wherever Germans go, by their self-control, providence, industry and the associated qualities, they outstrip Englishmen and Americans, Tentons like themselves. While some of this difference is of course due to other influences, much of it is the direct outcome of the moral education received in their schools. In this country they sometimes fearfully retrograde.

As the reader may have perceived, we are not advocating compulsory education, but only criticising an argument much used in Illinois in favor of such legislation. We may, however, add that if American schools could be made as efficient nurseries, not only of patriotism, but of industry in business, laboriousness, self-dedial, self-control, and similar virtues, as the schools of Germany have long been, such education would present a powerful reason why all should be compelled to partake of it. The argument much urged in Illinois that those who favor compulsory education favor the tyranny of the government over the people, does not seem to us overwhelmingly strong. No American favors compulsory education where a majority of the people are hostile to the measure, and that being the case if tyranny were practiced, it would be the familiar tyranny of the majority. It is, however, clear enough that unless only a very small minority of the people opposed a law of the kind, its enforcement would be impossible, while the results would be injurious to the schools as they exist. But it is a well known fact that not only in Germany but in Switzerland, people at first hostile to compulsion are now a unit in its favor. The law on the subject is only the legal expression of the public will.

MUNICIPAL ELECTIONS IN THE STATE.

The Republicans carried Philadelphia, Pittsburgh, Allegheny, Harrisburg, Johnstown, Oil City, Reading, Easton, Lock Haven and Erie, on Tuesday, while the Democrats carried Altoona, Williamsport and Wilkesbarre. Altoona is a Democratic city, generally, and Williamsport and Wilkesbarre are close, with no decided political bias, either way. The principal fight was made in Philadelphia, Harrisburg and Pittsburgh, and the Republican triumph is decided, in each. FORNEY lifted up his potent voice in behalf of the Democracy, in all three, and failed miserably in each. His all-embracing benevolence extended to all parts of the State; and, having been out of the Democratic harness some ten or twelve years, he worked hard to make up for lost time; but his anxiety to put GUTHRIE in City Hall has been as unavailing as his effort to make a Centennial Mayor out of McCLURE.

WE DOUBT alike the validity of the *Dispatch's* assumption that it is a sort of confidential adviser to the Infinite, and its competency to fill the role of moral censor of the universe. When, therefore, that paper undertakes to administer what it conceitedly terms "a rebuke to patriotic cant," its easy supercilliousness is rated, among sober-minded people, at exactly its true worth. DUGALD DALGETTY, we believe, had a nature altogether too superior to prejudice—for the sufficient reason that it was entirely destitute of principle. From beginning to end of the *Dispatch's* fluent rigmarole of sounding inconsequentialities concerning the necessity of "burying out of sight the enmity of the past," the moral element is totally ignored. But let that, for the present, pass. When, however, the *Dispatch* infers that because the nation has magnanimously forgiven the repentant rebels of the South who backed their treason with their blood, it has therefore forgotten the disloyalty of Northern recusants, or their malign loyalty of Northern recusants, or their malign disloyalty to the government that prolongatitude toward the government that prolongatitude toward the government that prolongatitude toward

A. A. McCARTY,

NO. 64 FOURTH AVENUE,

BROKER,

DEALER IN

STOCKS, BONDS, MORTGAGES.

COMMERCIAL PAPER AND MISCELLANEOUS SECURITIES.

FINANCE AND TRADE.

WEDNESDAY EVENING, February 18, 1874.

The *Financial Chronicle*, in a review of the monetary situation, expresses the opinion that the condition of affairs is not as satisfactory as the surface would indicate. Thoughtless persons are apt to say that monetary panics only come every ten or fifteen years, and that therefore we are safe for a long time to come, do what we will. As long as we are doing business on the basis of an irredeemable currency, we are in danger of a recurrence of the evils caused by that currency in its uncertainty of value and redundancy in amount.

The panic of last September, we contend, was caused by there being *too much* currency, although when the actual scare began it might have been stayed by the prompt issue of a supply of bank notes by the Treasury Department. Yet it was the redundancy of the currency in circulation which fostered speculation, caused the projection of railroad enterprises that the country did not need, led to excessive borrowing on the part of business men, and excessive lending on the part of banks, overstrained the credit of the country, and this when one house had to close its doors, the condition of business generally was such that the whole system was shaken to its very foundation. With the same conditions still existing, although not so greatly intensified, and the probability that we will have the usual stringency next fall we have had for each recurring year, is it not the part of cautious bankers to look to the future and prepare? Of the precautions which should be taken, the *Chronicle* says:

"The proper precautions are three. The banks must enlarge their resources by keeping up public confidence in their conservative management. They are now in danger, from the want of it, of impairing that confidence by lending too recklessly. Secondly, our banks must concentrate their resources by lending only to good men. They must not trust the capital of their depositors to bad borrowers on fictitious paper. Still less must they lend on stocks at inflated values, or help to blow up the bubble of speculation which at some inopportune moment is sure to burst. Lastly, they must not be afraid of hoarding up their reserves. If the country bank notes are troublesome, these bank notes can be sent home. The elasticity of the great system of the money market is too important a public need to be put in jeopard for want of a little sacrifice and a little good management on the part of the banks. Such sacrifices and such management are the conditions on which the banks get the valuable franchises confined to them for the general good."

—A Washington correspondent thus writes of financial affairs at the capital:

"In the Senate the policy of procrastination, heretofore exposed, is the order of the day. Its promoters was pursued by the 'hard cash' or anti-inflationists during the whole of to-day. It was thought that a vote could no longer be deferred than this afternoon, but as the fight waxed warm toward the last of the session, a change of tactics was carried out by this scientific and maneuvering body. The white flag was sent up, and as the firing stopped along the line, an armistice being declared, a retreat was ordered, as Logan pithily termed it, with rustled drums, to cover the flight of the forces, or words were, to use an Army of the Potomac satire, 'retired in good order.' Senator Cameron opened the fight by offering his substitute, which authorizes general banking without any restrictions. He advocated his measure earnestly, as affording the compromise method to meet the requirements of the South and West and reconcile the various elements in the two of Senators.

"A poll of the Senate warrants the belief that a free banking law will prevail in the Senate, and the sooner this result is obtained, it is remarked here by members, the better it will be for the country and the Senate, the former being regarded as bound hand and foot by financial nothing. The debate will last two days longer, it is thought, when the expansionist combination will move a final vote, which, with a full working senate, will be in their favor.

"Mr. Maynard, Chairman of the Banking and Currency Committee, earnestly pressed the House to-day to set the time for the discussion of the bill to amend the National Currency act and to establish free banking. The motion to suspend the rules was lost, 141 voting in the affirmative and 93 in the negative. The House is now upon the opening of the legal tender question before it becomes entangled in endless debate on the Currency act. The action of the House indicates a readiness to dispose of the legal tender question, causing much rejoicing among the New York members, who are anxious that the status of the so-called reserve may be speedily settled, and the mercantile and moneyed interests spared further agitation and the uncertainty of the financial administration of the Treasury Department."

—The following tables show the prices of gold, government bonds, and railway stocks, at the various sessions at the New York Stock Exchange, during the day. Furnished by Luther S. Kauffman, broker, 96 Fourth avenue:

	Opened.	Closed.
Gold	113¾	113¾
U. S. 6s, 1881, coupons	120½	120½
5-20s, 1862	118	118¼
5-20s, 1864	119¾	119¾
5-20s, 1865, reg	120¾	120¾
5-20s, July	119¾	119¾
5-20s, 1867	120	120½
5-20s, 1868	119½	119½
10-40s	112¾@113	112¾@113
Currency 6s	116¾	117¾
U. S. 6s, 1881	113¾	113¾

February 18, 1874.	10:30 M.	11:30 M.	12:30 P. M.	1:30 P. M.	3:00 P. M.
Gold	113¾	113¾	113¾	113¾	113¾
United States Treas'y 6s					
Pacific Mail	42¾	42¾	42¾	42¾	42¾
Adams Express					
Wells Fargo Express					
American Express					
United States Express					
New York Central	104½	104½	104¾	104¾	104¾
Erie			48¾	48¾	48¾
Michigan Central					
Michigan Southern	85½	85½	85¾	85¾	85¾
Illinois Central			107¾	107¾	107¾
Cleveland & Pittsburgh					
Chicago & North-western			69¾	69¾	69¾
Do Preferred			79	79	79¾
Rock Island	106½	106½	106¾	106¾	106¾
St. Paul	46½	46½	46¾	46¾	46¾
Do Preferred	68	68½	68½	68½	68½
Wabash		21½	21¾	21¾	21¾
Fort Wayne		99½	99¾	99¾	99¾
Ohio and Mississippi	35¾	35¾	35¾	35¾	35¾
Union Pacific					
Chicago and Alton				111¾	
Boston, Hartford & Erie					
Harlem	131	131	132	132	132

—Robinson & Co., bankers, Fourth avenue, furnish the following report of active stocks at the Philadelphia Board:

Penna. R. R.	51¾
Penna. Scrip	97¾
Reading	37¾
United Co.'s N. J.	203½
Oil Creek	17¾
Lehigh Valley	57¾
A. V. R. R. 7-30	92
Central Transportation	43¾
Empire Transportation	59¾
Pittsburgh, Cincinnati & St. Louis	79

PRODUCE AND GENERAL MARKET.

OFFICE OF THE DAILY COMMERCIAL, PITTSBURGH, February 18, 1874.

REMARKS—The smoke of the late political battle has cleared away, the sun shines brightly, and the world moves as usual, from which we are led to infer that the "country is safe."

We are at a loss what to say with regard to the market, taken as a whole. In some departments of trade there is a good degree of activity, whilst in others the reverse is the case. It is not in our province to speculate as to the cause or causes leading to these results. Business men fully understand and appreciate the situation of affairs, and when the proper time comes will act accordingly.

The produce trade may be quoted fairly active and about up to the average ruling at this season of the year.

The supply of butter is now nearly if not quite up with the demand, and prices tend to lower figures.

Cheese has made another advance movement, as will be seen by quotations given below.

The flour market remains unchanged, a limited trade being transacted, at the reduced rates, buyers, perhaps, looking for still lower rates.

Grain, though not thoroughly lower, is a shade weaker, but holders are firm in their views, and will not make concessions to effect sales.

The grocery market is reported slow, not to say dull, though a moderate home and country demand is reported.

Hay is reported dull both from wagon and on wharf and track, the price being governed by quality and condition.

Potatoes are in fair supply, and sales are made at figures a shade lower.

The provision market remains quiet and unchanged at our revised quotations of yesterday. Trade is reported fair for the season. Stocks are ample and of the choicest description, cured with a view to meet the wants of this market.

The season for seeds is at hand, which causes more inquiry for clover and timothy seed.

Cement is in fair demand, and regular sales are made at the quotations we have annexed below, which, it will be observed, show some slight changes in prices.

The canned goods trade is more active, and houses in possession of choice goods find no difficulty in disposing of them at quotations.

Dried fruits is held firmly, and not the slightest concession will be made by holders to effect sales, holding, as they do that prices must go up before the new crop can come upon the market.

We must not omit to mention the important fact that the rivers are in good boating order, and that steamers arrive and depart daily.

Below will be found the receipts of produce for the past twenty-four hours:

Flour, bbls	2,942	Apples, bbls	199
Corn, sks	870	Barley, sks	117
Oats, sks	603	Hides, pcs	1,227
Butter, pkgs	36	Bacon, lbs	1,200
Wheat, sks	664	Bacon, tcs	117
Rye, sks	1,165		

The following are the receipts of the leading articles of produce for the past two weeks:

	Last week.	This week.	Total.	Gain.
Flour, bbls	9,852	9,497	19,349	
Apples, bbls	763	1,278	2,012	
Cheese, boxes	67	12	79	
Corn, sacks	7,386	5,872	13,259	
Wheat, sacks	7,334	7,167	14,501	
Barley, sacks	1,734	1,383	3,117	
Rye, sacks	2,432	2,935	5,367	
Oats, sacks	7,156	7,836	14,945	
Butter, pkgs	267	374	641	
Hides, pcs	10,291	2,400	12,691	
Bacon, lbs	1,767	780	2,547	

Below will be found the wholesale prices of the market, unless otherwise noted:

ASHES—Green go as high as 9 bbl; dice $4 60@4 80; the latter figure an extreme.

ALES—X $3 @ thl; XX $5; India ale $10 @ bbl; Base's English ale, in hogsheads of 32 gals $22 50; 22 24 kbs at gals $13 25@42 75; hnds, 54 gals $62 50 @75 00; in cases, 4 doz bottles $20 75; Wm. Young's India pale ale, in cases of 4 doz bottles $18 @ doz; Robert Lougee's sparkling ale, $3 @ doz; Guinness's stout, in bbls, $9 @ bbl; $5 @ doz; Cantrell & Cochrane's ginger ale, $2 25 @ doz; Caswell, Hazard & Co.'s ginger ale, $1 75 @ doz.

ASHES—Soda ash, 3@3½c; common, 3½@4c; refined, 5c; potash, 9c; pearl, 10c; arsenic, 5c; black lead 6c.

APPLE BUTTER—Scarce at 6@7½c ₰ gal.

BACON AND PROVISION—The following are the latest revised quotations at which sales are made: Hams, sugar cured extra, 15c; hams, shoulders, sugar cured ₰ lb, 12½c; bacon shoulders ₰ lb, 9½c; breakfast bacon, sugar cured, 13c; dried beef, extra sugar cured ₰ lb, 16½c; bacon clear sides, 10c ₰ lb; mess pork in bbls, $16 50; lard, prime leaf in barrels, 9 10c; refined do for summer use, in half bbls, 10½c ₰ lb; refined do for summer use, in pails 11½c ₰ lb; ham sausage, 16c; case lard, in 3 ₰ tin pails, 13½c; refined do in 5 lb pails, 12½c; refined, in 3 lb cans, 13½c; refined do in 5 lb cans, 12½c.

BUTTER—Supply of the increase. We quote choice table at 30@32c ₰ lb; prime to choice 26@28c; fair to prime 22@25c; common to fair 18@20c; low grades 15@16c; roll butter as to quality, taken as a whole.

BROOM CORN—Sales of red and red topped at 6½@6½c; fair to good green 7½@8½c; hurl 5½@10c ₰ lb.

BOXES—Prices unchanged at 22c ₰ lb.

BRICKS—No 2, $7 @ 000; No 1, $8 50 ₰ doz; No 4, $6 @ doz; No 5, $5 25 ₰ doz; carpet brooms $3 ₰ doz; toy brooms and whisks $1 50@2 00. In a jobbing way, from store, 25@50c ₰ dozen additional.

BANNER BAKING POWDER—¼ lb cans ₰ doz at $1 60; ½ lb do $2 50; 5 lb cans $27; 10 lb do, ₰ lb, 46c.

CARBON OIL—Sales f. o. b. at works at 13½c with the usual advance on small lots from store.

CANNED GOODS—We are reported an active trade demand for all choice varieties, which find ready sale at quotations, which are as follows: Tomatoes, 2 lb cans, ₰ doz, $1 75 peaches, ₰ doz, $2 50; 3 lb do peaches, ₰ doz, $2 50; Winslow's corn $1 90@2 00 ₰ doz; Portland sugar corn ₰ 2 lb doz; 3 lb tomatoes, ₰ doz, $2 50@2 80; 3 lb peaches, ₰ doz, $3 20; 3 lb pumpkin, ₰ doz, $2 50.

CHEESE—As we remarked the market is firmer and prices have slightly advanced. We quote Ohio factory at 16@16½c to the trade and 16¾@17c in small lots; young America 18c; Neufchatle, Prime to choice Ohio 9@12½c.

CIDER—$4 50@5 50 ₰ barrel according to quality.

CRANBERRIES—10 to $12 50 ₰ box.

CONCENTRATED LYE—Sales at $7 50@8 ₰ case of four dozen pa kages.

CRACKERS—Lemon biscuit, 11½c; ginger snaps, 10½c; oyster crackers, 7c; soda crackers, 7c; sugar crackers, 9½c; butter crackers, 7c; wine crackers, 13c ₰ lb.

CREESY—The market is reported moderately active, at the following quotations, from which it will be seen that there has been a reduction in prices: Lonsdale hydraulic cement, $1 25 ₰ bbl; $2 ₰ barrel; Phœnix hydraulic cement, $2 25 per bbl; Rosendale cement, $3 50@4; Youghiogeny, $1 90@3.

DRIED FRUIT—Apples, 5@5½c; peaches, halves 14@15c; peeled 18@20c; blackberries 14@15c.

DRESSED HOGS—Sales at 6½@6¾c ₰ lb.

EGGS—The receipts continue large of both fresh and pickled. We quote strictly fresh at 19@20c per dozen, packed in baskets.

AXLE GREASE—Sales are reported as follows: Barrels ₰ doz, 4 do ₰ 5 doz; 2 do ₰ 10 lbs; kegs ₰ 25 lbs, 2 do ₰ 50 lbs, $4 50.

FISH—No 1 extra mess mackerel $36; No 1 mess mackerel $34; No 1 shore mackerel $31; extra No 1 bay mackerel $19; No 1 bay mackerel $17; extra No 2 mackerel $17; No 2 bay mackerel $14; large No 3 mackerel $12; No 3 mackerel $11; Lamb's Head herring $5@; white fish ₰ 20 lbs; lake trout $10 50; large Georgetown codfish ₰ qtl $7 50; medium codfish $6 50 ₰ 100; red herring, scarce, $5 ₰ box; No 1 sac ₰ box.

FLOUR—No 3 $5 50 ₰ bbl; No 2 $6 50@6 75; No 1 $7 50@8; as to quality and quantity.

FRUIT—The flour market remains quiet and unchanged in prices. Refiners are of the opinion that they have reduced prices to the "low at notch," but the buyers want still lower figures, and as a result are not free buyers, taking only what will supply their immediate wants. We quote as follows: St. Louis $9 50 @ 10; Minnesota, extra, $8 50@9; Minnesota family $8 25; choice Ohio $8 25; Minnesota, spring wheat, $7 50@8; fancy Indiana $8 75; Kentucky, white, $8 50@8 75; choice Ohio $8 25; Minnesota, spring wheat, $7 50@8; No 1 $7 25@7 50; red Kentucky, extra, $7 50@8; Ohio $8 50. Oat meal $5 50. Oat meal $5 50.

GROCERIES—Market reported quiet and in her dull following are the figures at which sales are made:

Coffee—Green, choice, 23c; prime 22c; good 20@21c; fair 19@20c; Java 28 to 40c. Roasted coffee—In papers, 25c; bulk, 24c; Java, 30c.

Tea—Young Hyson, choice 80 @ $1; Gunpowder choice $1; Imperial, choice $1 @ $1 10; Japan, choice $1 @ $1 25; Oolong, choice $1 @ $1 10; Souchong, choice $1 @ $1 10.

Sugars—Standard Ex. C, 10½c; Standard B, 10½c; Standard A, 10½c; Standard hards, 11½c.

Molasses—Strictly prime New Orleans, 52c; choice, 50c, and scarce and of prime quality, 55c; fair to good, 47@48c.

Syrups—Extra White Drips, 70c; Sugar Drips, 65c; lower grades, scarce, as to quality.

Rice—Choice Carolina, 9@9½c; Patna, 8@8½c; Rangoon 8c.

GRAIN—The grain market is quiet and weaker, though prices are not quotably lower. The receipts are light, and the demand is confined to small parcels for immediate use.

FEATHERS—Dressed chickens 10@12c; turkeys 15@16c; ducks 13@15c.

RISING SUN STOVE POLISH—Retail dealers supplied at $2 ₰ gross.

SALT—By the car load $2 60 ₰ bbl; in a jobbing way $4 @ $5 ₰ bbl.

TALLOW—Sales at 6½@6¾c ₰ lb.

RAGS—Sales at 2½@3c ₰ lb.

SEEDS—Prices unchanged as follows: timothy seed $3 50@3 75; clover $5 50@6 00; flaxseed, $2 40.

WHISKY—Market firm at $1 09@1 03 ₰ per gallon for highwines.

PITTSBURGH OIL TRADE.

OFFICE OF THE DAILY COMMERCIAL, THURSDAY, February 19, 1874.

REMARKS—The oil market yesterday was a quiet one, dealers being apart in their views. The result was but few sales were reported. Prices in the oil regions were about the same as reported in our notions. The market, however, was stronger at the close, with holders asking a slight advance. Below will be found the sales reported.

CRUDE.

The only change we have to note is a firmer feeling among holders. The following sales were reported at

PARKER'S.

1,000 bbls Union	$1 98
6,000 bbls United	1 85
1,000 bbls at well	1 60

For prices at other points see dispatches.

REFINED.

We have nothing new to note in this article; prices at the works, are are precisely the same as for some days past, viz: 13¾c free on cars.

Philadelphia—Spot 14¾c; February 14¾c; March 15¼@15¾c; April 16@16½c.

New York—Firm; spot 15½c; February 16c; March 16½c.

TRUTH WELLER, February 18.—The "Herald" says: The petroleum markets were firmer with a tendency to advance. On the upper road the market opened at 9½ @ 9¾ and closed firm at 9¾@10. The market at Oil City was quoted at $1 95. At Parker's the market was quiet and firm at $1 90 for Union and $1 85 for United pipes. The home refined market ruled at 8¾c in bulk and 13¾c in barrels. Sales and re-sales:

1,000 bbls, upper road, spot	$2 06
1,000 bbls, upper road, spot	2 07¾
500 bbls, upper road, spot	2 07¾
500 bbls, upper road, spot	2 10
1,000 bbls, Oil City, spot	1 90
1,000 bbls, Parker's, spot, Union	1 90
1,000 bbls, Parker's, United	1 85
1,000 bbls, Parker's, United, at wells	1 60

OIL CITY, February 18.—Market at $1 90; United $1 60; upper roads $2 05: dull but firm; sellers are scarce.

TIDIOUTE, February 18.—Market firmer at $1 90 to $1 92¾.

TITUSVILLE, February 18.—Market very unsettled at $2 07¾.

PETROLEUM CENTER, February 18.—Market steady at $1 97½@2 00.

HOUSEY LIE, February 18.—Market firm; no sellers; cash quote.

PARKER'S, February 18.—Market quiet but firmer; Union $1 90@1 95; other lines $1 80@1 86.

PITHOLE, February 18.—Market quiet; S. W., 14½c; crude, 7c; cases 18½c; sales none; future, February 14¾c; March 15¾@15½c; April 16 @16½c.

NEW YORK, February 18.—Closing 17.—Market advanced; prices ruling firm. Sales of 5,000 bbls refined, prompt delivery, at 15½c; 2,500 do February, 16c; 5,000 do March, 16¼c; 3,000 do first half March, 15¾c; closing 16c bid. Crude in bulk stronger. Sales of 1,500 bbls spot at 13¾c; 1,000 dly March, 13¾c; cases 21¾ @22c; naphtha 8¾@8¾c. Philadelphia delivery refined firmer at 16c; sold 500 bbls dly March contract; 5,000 bbls for March, 14 to 10th, 15c.

Crude Oil Received by A. V. R. R.

Shipper.	Consignee.	Bbls.
McKinney	Vesta O W	629
Duncan	Cosmos O W	476
Stevenson	Peerless O W	320

Crude Oil Received by Rail and River.

		Bbls.
Vesta O W	629	Peerless O W
Cosmos O W	476	
Total		1,425

Refined Oil Shipped East by A. V. R. R., W. P. R. R.

Shipper.	Consignee.	Bbls.
Citizens Oil Co	Tack Bros, Phila	1,070

PITTSBURGH LIVE STOCK MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, WEDNESDAY, February 18, 1874.

Cattle.

The receipts this week in time of writing have been heavy of through stock, destined for Eastern markets, and light of way or cattle intended for sale at this point. The attendance of buyers good. The market to this time moderately active, though the number weighed so far this week is short for the same time last week about 300 head. Most of the cattle in the yards have changed hands, and at prices about ¼c higher than ruled last week. Some sales have been made as high as 5c ₰ lb. Following are the rates current:

PRICES.

Extra 1,400 to 1,500 lb steers, fine and smooth, $6 75 to $7 00; extra 1,300 lb steers, fine and smooth, $6 25 to $6 50; prime 1,200 lb steers, fine and smooth, $5 75 to $6 00; fair 1,100 lb steers, fine and smooth, $5 00 to $5 25.

Hogs.

The run of hogs fair. The market is slow and dull for prime hogs, the demand for philadelphia being light. Report says that the hog yards at Communipaw were burnt this morning, and no hogs were bought for New York. Trade slow and dull at the following

PRICES.

Extra Philadelphia, $6 25 to $6 50; prime Philadelphia, $6 00 to $6 05; Yorkers, $5 75 to $5 40.

Sheep.

The run of sheep fair and in quality good. H. B. & M., sold to-day a bunch of open wool sheep, 140 head, averaging 135 lbs, at $7 40 per hundred. Prime sheep in fair demand, and most all sold. Market closes firm at the following figures:

PRICES.

Extra 100 lbs fine wool, $6 85 to $7 00; extra 95 lbs fine wool, $6 50 to $6 75; prime 90 lbs fine wool, $6 25 to $6 40; good 85 lbs fine wool, $5 75 to $6 00.

Iron Movement at St. Louis.

The following were the receipts and shipments of iron ore and pig iron, and lead and zinc ore for the week ending Saturday, February 14, 1874:

Routes.	Receipts. Tons.	Shipments. Ore.	Pig. Ore.	Pig.
St. L. and I. M. R. W	725	1,119		21
A. and P. R. W. for Carondelet	890			
R. R. I and St. L. R. W		10		
St. L., V. H. and I. R. W			20	10
St. L., T. H. & I. R. W				40
St. L., H. & S. Ills. R. W	90	350		20
O. and M. R. W	100	60		
Total tons	1,815	1,519	430	91
Week previous	1,650	1,273	610	389
Lead by A. and P. R. W	180			
Zinc ore do	156			
Blooms do	10			

St. Louis Republican.

New York Live Stock Market.

NEW YORK, February 18.—Beeves—Receipts 1,985 head, chiefly common and medium native steers from Chicago. Demand comparatively light, sellers extremely slow at a further concession from Monday of nearly ½c; excepting a car load of extra-fed bulls at $6 25, live weight range was $2 25@2 50.

Sheep—Receipts yesterday and to-day 6,710 head. Market fair; $6@8 for ordinary to extra, with a car load at $8 25 and 1 car load at $9 60 per 100 lbs.

Swine—Receipts 4,020 head. Market quiet at $5 25@5 50, live; 1 car light rough Ohios, 94 lbs, $5 25; sold to fair, 187 lbs, $5 50@5 75; 1 car fair, 211 lbs, $5 75; 1 car fair to good, 220 lbs, $5 87½; 1 car fair, 227 lbs, $5 90; 1 car fair to good, 230 lbs, $5 92½; 1 car fair to good, 232 lbs, $5 95; 1 car fair to good, 234 lbs, $6; 1 car fair to good, 236 lbs, $6 02½; 1 car fair to good, 238 lbs, $6 05; 1 car fair to good, 240 lbs, $6 07½; 1 car fair to good, 242 lbs, $6 10; 1 car fair to good, 244 lbs, $6 12½; 1 car fair to good, 246 lbs, $6 15; 1 car fair to good, 248 lbs, $6 17½; 1 car fair to good, 250 lbs, $6 20; 1 car fair to good, 252 lbs, $6 22½; 1 car fair to good, 254 lbs, $6 25; 1 car fair to good, 256 lbs, $6 27½; 1 car fair to good, 258 lbs, $6 30; 1 car fair to good, 260 lbs, $6 32½; 1 car fair to good, 262 lbs, $6 35; 1 car fair to good, 264 lbs, $6 37½; 1 car fair to good, 266 lbs, $6 40; 1 car fair to good, 268 lbs, $6 42½; 1 car fair to good, 270 lbs, $6 45; 1 car fair to good, 272 lbs, $6 47½; 1 car fair to good, 274 lbs, $6 50; 1 car fair to good, 276 lbs, $6 52½; 1 car fair to good, 278 lbs, $6 55; 1 car fair to good, 280 lbs, $6 57½; 1 car fair to good, 282 lbs, $6 60; 1 car fair to good, 284 lbs, $6 62½; 1 car fair to good, 286 lbs, $6 65; 1 car fair to good, 288 lbs, $6 67½; 1 car fair to good, 290 lbs, $6 70; 1 car fair to good, 292 lbs, $6 72½; 1 car fair to good, 294 lbs, $6 75; 1 car fair to good, 296 lbs, $6 77½; 1 car fair to good, 298 lbs, $6 80; 1 car fair to good, 300 lbs, $6 82½; 1 car fair to good, 302 lbs, $6 85; 1 car fair to good, 304 lbs, $6 87½; 1 car fair to good, 306 lbs, $6 90; 1 car fair to good, 308 lbs, $6 92½; 1 car fair to good, 310 lbs, $6 95; 1 car fair to good, 312 lbs, $6 97½; 1 car fair to good, 314 lbs, $7; 1 car fair to good, 316 lbs, $7 02½; 1 car fair to good, 318 lbs, $7 05; 1 car fair to good, 320 lbs, $7 07½; 1 car fair to good, 322 lbs, $7 10; 1 car fair to good, 324 lbs, $7 12½; 1 car fair to good, 326 lbs, $7 15; 1 car fair to good, 328 lbs, $7 17½; 1 car fair to good, 330 lbs, $7 20; 1 car fair to good, 332 lbs, $7 22½; 1 car fair to good, 334 lbs, $7 25; 1 car fair to good, 336 lbs, $7 27½; 1 car fair to good, 338 lbs, $7 30; 1 car fair to good, 340 lbs, $7 32½; 1 car fair to good, 342 lbs, $7 35; 1 car fair to good, 344 lbs, $7 37½; 1 car fair to good, 346 lbs, $7 40; 1 car fair to good, 348 lbs, $7 42½; 1 car fair to good, 350 lbs, $7 45; 1 car fair to good, 352 lbs, $7 47½; 1 car fair to good, 354 lbs, $7 50; 1 car fair to good, 356 lbs, $7 52½; 1 car fair to good, 358 lbs, $7 55; 1 car fair to good, 360 lbs, $7 57½; 1 car fair to good, 362 lbs, $7 60; 1 car fair to good, 364 lbs, $7 62½; 1 car fair to good, 366 lbs, $7 65; 1 car fair to good, 368 lbs, $7 67½; 1 car fair to good, 370 lbs, $7 70; 1 car fair to good, 372 lbs, $7 72½; 1 car fair to good, 374 lbs, $7 75; 1 car fair to good, 376 lbs, $7 77½; 1 car fair to good, 378 lbs, $7 80; 1 car fair to good, 380 lbs, $7 82½; 1 car fair to good, 382 lbs, $7 85; 1 car fair to good, 384 lbs, $7 87½; 1 car fair to good, 386 lbs, $7 90; 1 car fair to good, 388 lbs, $7 92½; 1 car fair to good, 390 lbs, $7 95; 1 car fair to good, 392 lbs, $7 97½; 1 car fair to good, 394 lbs, $8; 1 car fair to good, 396 lbs, $8 02½; 1 car fair to good, 398 lbs, $8 05; 1 car fair to good, 400 lbs, $8 07½; 1 car fair to good, 402 lbs, $8 10; 1 car fair to good, 404 lbs, $8 12½; 1 car fair to good, 406 lbs, $8 15; 1 car fair to good, 408 lbs, $8 17½; 1 car fair to good, 410 lbs, $8 20; 1 car fair to good, 412 lbs, $8 22½; 1 car fair to good, 414 lbs, $8 25; 1 car fair to good, 416 lbs, $8 27½; 1 car fair to good, 418 lbs, $8 30; 1 car fair to good, 420 lbs, $8 32½; 1 car fair to good, 422 lbs, $8 35; 1 car fair to good, 424 lbs, $8 37½; 1 car fair to good, 426 lbs, $8 40; 1 car fair to good, 428 lbs, $8 42½; 1 car fair to good, 430 lbs, $8 45; 1 car fair to good, 432 lbs, $8 47½; 1 car fair to good, 434 lbs, $8 50; 1 car fair to good, 436 lbs, $8 52½; 1 car fair to good, 438 lbs, $8 55; 1 car fair to good, 440 lbs, $8 57½; 1 car fair to good, 442 lbs, $8 60; 1 car fair to good, 444 lbs, $8 62½; 1 car fair to good, 446 lbs, $8 65; 1 car fair to good, 448 lbs, $8 67½; 1 car fair to good, 450 lbs, $8 70; 1 car fair to good, 452 lbs, $8 72½; 1 car fair to good, 454 lbs, $8 75; 1 car fair to good, 456 lbs, $8 77½; 1 car fair to good, 458 lbs, $8 80; 1 car fair to good, 460 lbs, $8 82½; 1 car fair to good, 462 lbs, $8 85; 1 car fair to good, 464 lbs, $8 87½; 1 car fair to good, 466 lbs, $8 90; 1 car fair to good, 468 lbs, $8 92½; 1 car fair to good, 470 lbs, $8 95; 1 car fair to good, 472 lbs, $8 97½; 1 car fair to good, 474 lbs, $9; 1 car fair to good, 476 lbs, $9 02½; 1 car fair to good, 478 lbs, $9 05; 1 car fair to good, 480 lbs, $9 07½; 1 car fair to good, 482 lbs, $9 10; 1 car fair to good, 484 lbs, $9 12½; 1 car fair to good, 486 lbs, $9 15; 1 car fair to good, 488 lbs, $9 17½; 1 car fair to good, 490 lbs, $9 20; 1 car fair to good, 492 lbs, $9 22½; 1 car fair to good, 494 lbs, $9 25; 1 car fair to good, 496 lbs, $9 27½; 1 car fair to good, 498 lbs, $9 30; 1 car fair to good, 500 lbs, $9 32½; 1 car fair to good, 502 lbs, $9 35; 1 car fair to good, 504 lbs, $9 37½; 1 car fair to good, 506 lbs, $9 40; 1 car fair to good, 508 lbs, $9 42½; 1 car fair to good, 510 lbs, $9 45; 1 car fair to good, 512 lbs, $9 47½; 1 car fair to good, 514 lbs, $9 50; 1 car fair to good, 516 lbs, $9 52½; 1 car fair to good, 518 lbs, $9 55; 1 car fair to good, 520 lbs, $9 57½; 1 car fair to good, 522 lbs, $9 60; 1 car fair to good, 524 lbs, $9 62½; 1 car fair to good, 526 lbs, $9 65; 1 car fair to good, 528 lbs, $9 67½; 1 car fair to good, 530 lbs, $9 70; 1 car fair to good, 532 lbs, $9 72½; 1 car fair to good, 534 lbs, $9 75; 1 car fair to good, 536 lbs, $9 77½; 1 car fair to good, 538 lbs, $9 80; 1 car fair to good, 540 lbs, $9 82½; 1 car fair to good, 542 lbs, $9 85; 1 car fair to good, 544 lbs, $9 87½; 1 car fair to good, 546 lbs, $9 90; 1 car fair to good, 548 lbs, $9 92½; 1 car fair to good, 550 lbs, $9 95; 1 car fair to good, 552 lbs, $9 97½; 1 car fair to good, 554 lbs, $10; 1 car fair to good, 556 lbs, $10 02½; 1 car fair to good, 558 lbs, $10 05; 1 car fair to good, 560 lbs, $10 07½; 1 car fair to good, 562 lbs, $10 10; 1 car fair to good, 564 lbs, $10 12½; 1 car fair to good, 566 lbs, $10 15; 1 car fair to good, 568 lbs, $10 17½; 1 car fair to good, 570 lbs, $10 20; 1 car fair to good, 572 lbs, $10 22½; 1 car fair to good, 574 lbs, $10 25; 1 car fair to good, 576 lbs, $10 27½; 1 car fair to good, 578 lbs, $10 30; 1 car fair to good, 580 lbs, $10 32½; 1 car fair to good, 582 lbs, $10 35; 1 car fair to good, 584 lbs, $10 37½; 1 car fair to good, 586 lbs, $10 40; 1 car fair to good, 588 lbs, $10 42½; 1 car fair to good, 590 lbs, $10 45; 1 car fair to good, 592 lbs, $10 47½; 1 car fair to good, 594 lbs, $10 50; 1 car fair to good, 596 lbs, $10 52½; 1 car fair to good, 598 lbs, $10 55; 1 car fair to good, 600 lbs, $10 57½; 1 car fair to good, 602 lbs, $10 60; 1 car fair to good, 604 lbs, $10 62½; 1 car fair to good, 606 lbs, $10 65; 1 car fair to good, 608 lbs, $10 67½; 1 car fair to good, 610 lbs, $10 70; 1 car fair to good, 612 lbs, $10 72½; 1 car fair to good, 614 lbs, $10 75; 1 car fair to good, 616 lbs, $10 77½; 1 car fair to good, 618 lbs, $10 80; 1 car fair to good, 620 lbs, $10 82½; 1 car fair to good, 622 lbs, $10 85; 1 car fair to good, 624 lbs, $10 87½; 1 car fair to good, 626 lbs, $10 90; 1 car fair to good, 628 lbs, $10 92½; 1 car fair to good, 630 lbs, $10 95; 1 car fair to good, 632 lbs, $10 97½; 1 car fair to good, 634 lbs, $11; 1 car fair to good, 636 lbs, $11 02½; 1 car fair to good, 638 lbs, $11 05; 1 car fair to good, 640 lbs, $11 07½; 1 car fair to good, 642 lbs, $11 10; 1 car fair to good, 644 lbs, $11 12½; 1 car fair to good, 646 lbs, $11 15; 1 car fair to good, 648 lbs, $11 17½; 1 car fair to good, 650 lbs, $11 20; 1 car fair to good, 652 lbs, $11 22½; 1 car fair to good, 654 lbs, $11 25; 1 car fair to good, 656 lbs, $11 27½; 1 car fair to good, 658 lbs, $11 30; 1 car fair to good, 660 lbs, $11 32½; 1 car fair to good, 662 lbs, $11 35; 1 car fair to good, 664 lbs, $11 37½; 1 car fair to good, 666 lbs, $11 40; 1 car fair to good, 668 lbs, $11 42½; 1 car fair to good, 670 lbs, $11 45; 1 car fair to good, 672 lbs, $11 47½; 1 car fair to good, 674 lbs, $11 50; 1 car fair to good, 676 lbs, $11 52½; 1 car fair to good, 678 lbs, $11 55; 1 car fair to good, 680 lbs, $11 57½; 1 car fair to good, 682 lbs, $11 60; 1 car fair to good, 684 lbs, $11 62½; 1 car fair to good, 686 lbs, $11 65; 1 car fair to good, 688 lbs, $11 67½; 1 car fair to good, 690 lbs, $11 70; 1 car fair to good, 692 lbs, $11 72½; 1 car fair to good, 694 lbs, $11 75; 1 car fair to good, 696 lbs, $11 77½; 1 car fair to good, 698 lbs, $11 80; 1 car fair to good, 700 lbs, $11 82½; 1 car fair to good, 702 lbs, $11 85; 1 car fair to good, 704 lbs, $11 87½; 1 car fair to good, 706 lbs, $11 90; 1 car fair to good, 708 lbs, $11 92½; 1 car fair to good, 710 lbs, $11 95; 1 car fair to good, 712 lbs, $11 97½; 1 car fair to good, 714 lbs, $12; 1 car fair to good, 716 lbs, $12 02½; 1 car fair to good, 718 lbs, $12 05; 1 car fair to good, 720 lbs, $12 07½; 1 car fair to good, 722 lbs, $12 10; 1 car f

CITY MATTERS.

Letters Held for Postage.

PITTSBURGH, February 18, 1874.

	Cents.
Alter, Mrs. City, Pa.	2
Averhill Paint Co., Cleveland, Ohio	3
Angier, Kate, City, Pa.	2
Arnawalt, W. P., St Paul, Minn.	3
Briggs, Ella, Foxburg, Pa.	3
Moore, Esther H., Independence, Pa.	2
Seet, Jno., Canton, Ohio	2
Steg, Mrs., Beaver Falls, Pa.	3

E. C. NEALEY, P. M.

Slight Fires.

Between two and three o'clock yesterday afternoon an alarm of fire was given from box 2, corner of Penn avenue and Second street. An old frame house, occupied by policeman Mackrel, was slightly damaged.

About five o'clock, bed clothing was discovered to be on fire in the third story back room of the residence of Dr. Reiter, No. 351 Penn avenue.

The department responded promptly in both instances, but the services of the engines were not needed.

A Car Load.

Below will be found a statement showing what constitutes a car load, and though it may not exactly suit everywhere, it approximates so closely to the general average that shippers will find it a great convenience as a matter of reference: As a general rule, 20,000 pounds or 70 barrels of salt, 70 of lime, 90 of flour, 60 of whisky, 200 sacks of flour, 6 cords of hard wood, 7 of soft wood, 18 to 20 head of cattle, 50 to 60 head of hogs, 80 to 100 head of sheep, 9,000 feet of solid boards, 17,000 feet of siding, 13,000 feet of flooring, 40,000 shingles, one-half less of hard lumber, one-fourth less of green lumber, one-tenth less of joists, scantling and all other large timber, 340 bushels of wheat, 360 of corn, 680 of oats, 400 of barley, 360 of flaxseed, 360 of apples, 430 of Irish potatoes, 356 of sweet potatoes, 1,000 bushels of bran.

The Western Pennsylvania Colony

A member of the Western Pennsylvania colony who, with others, recently went from this city to locate writes as follows from Plum Creek, Dawson county, Nebraska: We have located, and one of our party has put in a claim for timber land. There is plenty of game here, prairie chicken, jack rabbits, buffalo, deer, elk, antelopes, &c. The land is all that it was represented to be, but the weather is a little colder than in Pennsylvania. It is the richest land I ever saw. Tell anybody who comes here not to sell their things, for it will pay to bring out anything but iron ware and furniture. Everyone should have four hundred or five hundred dollars. I am going to build in two weeks.

It will be seen from the above that the Pittsburghers are much pleased with the location selected. It is understood that quite a number of families will remove to the same locality in the Spring.

Borough and Township Elections.

Returns of elections in the boroughs and township, given below have been furnished us.

Second Ward, McKeesport—Burgess—James Rysn. Council—John, Wadsworth, one year; James O'Neill, three years; Ashen Vankirk, two years. School Directors—A. B. Campbell three years; William McMasters, two years; James Lynn, one year.

Sharpsburg—Burgess—H. F. Dunham. Council—John Swindell, Alderman—Peter Keil, Judge of Election—William Smith.

Borough of Verona.—Burgess—W. A. Tomlinson (Rep.) Council—A. H. Rowand, J. J. Lawrence, C. A. Smith, G. A. Bell, W. H. Kennedy, M. Bright, John Clark, Dan. Stotler, Theodore Kennedy, W. H. Kennedy, Mike Bright, W. Houghtelen.

Lower St. Clair Township.—Judge—G. A. Conrad. Inspectors—C. Snyder, Philip Green. Assessor—John Gaines. Judge of Election—Hickle. School Directors—Wm. Haas, Thos. Algeo. Supervisor—John Retinger. Constable—John Conrad. Township Clerk—Geo. Goldbach.

PUBLIC AMUSEMENTS.

Pittsburgh Opera House.

Messrs. Baker and Farron, two artists imitative but inimitable, are drawing full houses. As their fame widens the audiences increase in size, so that by the end of the week standing-room will be at a premium. Farron's ideal of an Irishman in his most ludicrous aspects is true to life, and he executes his ideal with real genius. The duets between the two stars are very well done, and always call out an encore. Take it altogether, we have seldom seen better the performance. It is good to laugh, and none who see "Chris and Lena" can resist it.

The Oates Comic Opera Company.

We are pleased to announce that Mrs. James A. Oates is coming again with her superb comic opera company. This band of happiness-makers begins an engagement at the Pittsburgh Opera House on Monday, the 23d inst. The memory of their last visit has not faded, and they may be sure of the heartiest welcome. The beautiful and gifted prima donna is, by our exchanges, reported to be as sparkling and bewitching as ever, in spite of did voice, and, in short, "perfectly irresistible." W. H. Crane, the funny man, Miss Nellie Larkele, the second soprano, and Drew, Woodfield and Harry Allen are among the special attractions. The company will bring out some of their choicest operatic novelties, and if everybody is not enchanted, then beauty, talent and music are of no avail.

Library Hall.

The Gounod Club's second rendering of "Martha" at Library Hall, under the leadership of Prof. Tetedoux, occurs this evening. The members who will participate have undergone arduous training, and will no doubt profit by the experience gained through the first performance. The chorus is particularly strong and well drilled. The Germania orchestra will furnish the instrumentation.

Trimble's Varieties Theater.

Everything on the programme at this house to-night will be new, with the exception of the Mochollas' box, bag and basket mystery; and that is always interesting. The attendance during the week, thus far, has been very large.

Mistreley at the Academy.

It is announced in the Philadelphia papers that Carncross & Dixey will close their highly successful fall and winter season at their Eleventh street Opera House, on the 28th inst., and open at the Academy of Music in this city, on the evening of March 2d, under the management of Mr. V. E. Beamer. The organization is now stronger than ever before, embracing in its ranks Carncross, Dixey, Moran, Budworth, Jimmy Quinn, and a full list of performers of like standing in the profession. The season here will be short, but a great number of new songs, burlettas, etc., will be produced.

SECOND AVENUE IMPROVEMENT.

Bill in Equity—The Right to Change the Location of the Avenue Denied.

Yesterday, M. W. Acheson, Esq., filed a bill in equity in the Court of Common Pleas on the part of William H. Everson, John Q. Everson, C. T. Graff, D. S. Macrum, E. H. Macrum, Walter T. Brown and Edwin Miles, partners as Everson, Graff & Macrum, against the City of Pittsburgh, the Second Avenue Improvement Commissioners and John and Charles Mackin, contractors. It is set forth in the bill that the complainants are the owners in the fee simple of a valuable piece of ground in the Sixth ward upon which are erected "the Pennsylvania Iron Works." The buildings are located on either side of the avenue. The Commissioners propose to raise the grade of the avenue at this point from five to six feet above its present level, which it is alleged will cause great and lasting damage, destruction and injury to the property of the complainants. The change of grade will compel them to stop their works, thereby throwing out of employment a large number of hands. It is alleged that the Commissioners purpose making an authorized change in the location of the avenue at the easterly portion of the complainant's property by making an angle thereon and shifting the avenue upon their premises. It is decided that they have the authority to make the change, but if the Commissioners have any warrant of authority, the Constitution compels them to pay or secure just compensation to the suffering property holders, before the injury or destruction of the property is done. This compensation, it is claimed, they have not paid. The court fixed Thursday, the 19th inst., at 2½ o'clock, P. M., as the time for hearing the argument on the question as to whether or not a preliminary injunction should issue.

EDUCATIONAL.

Standing Committees of the Central Board.

At an informal meeting of the Central Board of Education, held yesterday, President J. H. Nobbs announced the standing committees as follows:

Finance—Messrs. Praetsch, Rankin, Miller, McEwen, Aughinbaugh and Lageer.

High School—Messrs. Wilson, Mewis, Harper, Case, French, Mason and Mitchell.

Teachers and Salaries—Messrs. Pitcairn, Barker, Shaw, Hemiup, Devore, Caldwell and Sims.

Text Books and Course of Instruction—Messrs. McEwen, Wilkinson, Rankin, Fleming, Aughinbaugh, Ahl and Miller.

Miller Street School Property—Messrs. Kehew, McEwen, Jope, Wilson and McClurg.

Music—Messrs, Case, Turney, Craig and Wilkinson.

Rules and Regulations—Messrs. Schultz, Vaughan, Barker, Jope and Kehew.

Evening Schools—Messrs. Arthurs, Schultz, Strain, Mitchell Devore.

Printing—Messrs. French, Pitcairn, Lewis Furney and Mason.

Mute School—Messrs. Shaw Sims, Kimmel, Logan, McClurg.

Examinations—Messrs. Harper, Lazear, Ahl Arthurs, and Praetsch.

Vacations—Messrs. Fleming, Hemiup, Estep, Kimmel and Wilson.

Legislative—Messrs. Strain, Arthurs, Jope, Harper, and Vaughan.

Subsequently the High School Committee met and elected Samuel W. Harper Esq., President and the Finance Committee elected Mr. M. W. Rankin President.

On motion the President of the Board, Mr. Nobbs was made ex-officer member of the Committees on Finance and on High School.

The New Colonnade Hotel, Philadelphia, Pa., is within two blocks of the Young Men's Christian Association.

THE ELECTION.

The Official Returns for Allegheny City.

The Successful Candidates for Councilmen and Ward Officers.

The Judges of Election in the various voting precints of Allegheny met in convention at City Hall last evening for the purpose of footing up the total vote for Mayor, and signing a return sheet embodying the result to be filed with the Clerk of Courts. All the Judges were present except the Judge of the Ninth ward.

Mr. J. D. Walker, Judge of the First precinct, Third ward, was called to the chair and the reporters of the press chosen Secretaries.

A committee of one was deputed to bring in the missing Judge of the Ninth ward.

In the mean time, the returns from the other election districts were read, as appears below in tabular form.

J. B. Roth, Judge of the Seventh ward, said he left all his election papers with the Clerk of Courts in the morning, and had only a copy of the vote for Mayor. He was willing, however, to be qualified to the correctness of the copy.

On motion of Mr. Keown, it was received as regular.

The tally sheet of the Eighth ward was presented instead of the certified returns, but, on motion, it, too, was received as regular.

After the returns were all read and recorded by the Secretaries, Mr. Roth, from the Seventh ward, announced that he had made a mistake of one hundred (100) in his return. Fairley, for Mayor, had been credited with four hundred and twenty-seven (427) votes, and had only received three hundred and twenty-seven.

Mr. Roth, being asked would he swear to the fact that he had made that error in taking the copy, replied that he was willing to make an affidavit to that effect.

On the strength of his statement the Convention voted to make the change from 427 to 327 in the vote cast for Mr. Fairley in the Seventh ward.

The Ninth ward Judge made his appearance, and his returns were read.

The returns were then footed up and signed by the Judges, when the Convention adjourned *sine die*.

THE VOTE FOR MAYOR.

WARDS.	Phillips, R.	Fairley, D.	Smith, R.	Shallaby, D.
First	397	171	68	5
Second	445	205	197	13
Third, 1st precinct	296	101	296	12
Third, 2d precinct	36	36	368	9
Fourth, 1st precinct	304	273	119	4
Fourth, 2d precinct	75	145	104	
Fifth	387	152	111	2
Sixth	336	401	97	7
Seventh	51	327	314	20
Eighth	62	153	53	4
Ninth	89	149	29	38
Tenth		73	37	17
Eleventh		103	22	4
Total	2598	2201	1626	130

TOTAL VOTE.

Phillips	2,598
Fairey	2,581
Smith	1,626
Shellaby	130
Phillips' majority over Fairley	37

Ward Officers.

Below we give the names of the gentlemen who were elected to fill the various offices of the wards, except those of Councils. A list of newly elected Councilmen will be found in another column.

FIRST WARD.

School Directors—C. Yeager, R., John Hamilton, R.

Director of Poor—Joseph Neely, R.

Judge of Election—A. L. Clark, R.

Inspectors—G. W. Boggs, D., John McAlpine, R.

Election Assessor—H. Crawford, R.

Constable—Samuel Ferguson, R.

SECOND WARD.

School Directors—J. W. Arrott, R., Robert Hay, R.

Director of Poor—Abraham Dickson, R.

Judge of Election—Thomas Ward, R.

Inspectors—John T. Brown, R., David L. Smith, D.

Election Assessor—Finley McIlwaine, R.

Constable—Wash. Swayne, R.

THIRD WARD.

School Directors—C. P. Bellstein, Sr., R., Francis Torrence, R.

Director of the Poor—William Walker, R.

Judge of Election, 1st precinct—Samuel McBriar, R.; 2nd precinct—M. Simon, R.

Inspectors, 1st precinct—John A. Herman, R., John Swan, D. 2nd precinct—August Wager, D., Joseph Dexter, R.

Election Assessors, 1st precinct—R. R. Ray, R. 2nd precinct—Henry Rook, R.

Constable—Henry Hess.

FOURTH WARD.

School Directors—Theo. F. Straub, D.; R. Miller, R.

Director of Poor—L. Walter, R.

Judge of Election—First precinct, John Dalzell, R.

Inspectors—First precinct, W. H. Reel, D.; S. Hazlett, R.

Election Assessor—First precinct, William Gardner, R.

Ward Assessor—James Graham, R.

Constable—Elijah Barker, D.

FIFTH WARD.

School Directors—D. L. Patterson, R., S. R. Stewart, D.

Judge of Election—W. J. Caughey, R.

Inspectors—S. S. Dean, R., A. D. Hartley, R.

Ward Assessor—Charles Meyran, R.

Election Assessor—James Campbell, R.

Constable—James Campbell, R.

SIXTH WARD.

School Directors—Joseph Kirkpatrick, R., John Poppinger, C.

Judge of Election—John B. Chambers, R.

Inspectors—John H. Trimble, R., E. A. Knox, D.

Ward Assessor—Thos. H. Gibson.

Election Assessor—John Hodnott, C.

Constable—Levi Merriman, C.

SEVENTH WARD.

School Directors—M. Haysworth, Samuel Ashworth.

Judge of Election—George Kretz.

Inspectors—C. Zang, R., S. Hildebrand, D.

Election Assessor—T. Erk.

Constable—V. Ginglin.

EIGHTH WARD.

School Directors—Jesse Sutton, James Ornslaerbl.

Judge of Election—John Jahn.

Inspectors—Smith Walker, Wm. J. Barkley.

Election Assessor—John McDowell.

Constable—Samuel McCullen.

NINTH WARD.

School Directors—Geo. Barley, John Richards.

TENTH WARD.

Director of the Poor—J. T. Grubbs, R.

School Directors—Joseph McNaugher, R., J. O. S. Golden, R.

Judge of Elections—Richard Thomas, R.

Inspectors—Cyrus Stimple, R. ——, D.

Ward Assessor—Morgan Z. Evans, R.

Constable—C. Wallace, R.

Election Assessor—Morgan Z. Evans, R.

ELEVENTH WARD.

School Directors—D. B. Oliver, John Moore.

Election Assessor—P. Newhart.

COURT PROCEEDINGS.

District Court—Judges Ewing and White.

In the case of D. S. H. Gilmore vs. Moorhead, Adams & Co., being an action a promissory note, previously reported, the jury returned a verdict for plaintiff for $2,674 10, and that they assess the damages against Calvin Adams.

William McDonald vs. McMillan & McCartney. Action to recover the price and value of coal dug out of the mines of plaintiff. Verdict for plaintiff for $115 60.

George Spengler vs. Henry Carlmyer. *Sci fa* on a mortgage. Verdict for plaintiff for $481.

Thomas Mellon vs. A. F. Bamm. Action on a promissory note. Verdict for plaintiff for $1,455 60.

Gibson & Nelson vs. City of Pittsburgh. Action to recover the value of a horse. In September, 1872, a horse belonging to the plaintiffs was being driven along Sixth street, when his foot caught between the rail of the Passenger Railway track and the street, next to the sidewalk, and his hoof was torn, necessitating the killing of the animal. The defense claim that the plaintiff could have sued the Passenger Railway Company, as they were required by law to keep the street in good repair. Verdict for the plaintiff for $215.

Charles Beckert vs. Valentine Trapp. Action to recover for services rendered in defendant's bakery, in Birmingham. The case is on trial.

Common Pleas—Judges Stowe and Collier.

The case of R. and J. Watson vs. Simpson Horner & Co., previously reported, is still on trial before Judge Stowe.

In the case of Joseph McKinney vs. James T. Wood and Charles A. Wood et al., previously reported, the jury found for the plaintiff the sum of $2,986 50.

S. B. Waughter vs. Robert Barnett, Sr. This is an appeal on a judgment for work and labor done. The case is on trial before Judge Collier.

TRIAL LIST FOR TO-DAY.

Brown vs. Anawalt.
Hutchison vs. Williams & Co.
Phillips vs. Clute.
Kreibsich vs. Swarm.
Owens vs. Robinson township, et al.
McGiven vs, the City Bank.
McNamee vs. O'Neill.
Smith et ll., vs. Canan et al.
Devore vs. Simpson et al.
Cunningham vs. Cunningham.
Lanigan vs. Shady Side B. & L. A.
Good vs. Lang.

Reunion.

The members of the "Pittsburgh and California Enterprise Company," who left Pittsburgh in 1849, for the New Eldorado, now living in and about Pittsburgh, will meet at the office of Messrs. M. F. Cassiday & Co., No. 138 Third avenue, February 19th, 1874, at 7 o'clock, to make arrangements for the coming reunion on the 16th of March next. Prompt attendance is desired by the committee.

ON Sunday morning the body of a man, supposed to be fifty-five or sixty years of age, was found in the river at the Pittsburgh Coal Works, near Bellaire, Ohio. He is baldheaded, and about five feet nine inches in height, had on heavy store boots, dark cassimere pants, ribbed under shirt, white over shirt, striped vest, and three-cornered black necktie. A calfskin pocket book, containing $13 45 was found on his person.

THE CITY COUNCILS.

Result of the Elections on Tuesday—List of the Successful Candidates in Both Cities.

We have received the names all the gentlemen chosen to the Councils of the two cities, excepting the members from the Thirtieth ward, Pittsburgh. Owing to the fact that the returns were not opened yesterday, as explained in another part of this paper, we have not the votes, except in a few wards, where they were furnished by members of the election boards.

The "changes" made by the people in their municipal legislators were neither so general nor marked as at the election in December last. In the Fifth ward a vigorous effort was made to defeat Bernard Rafferty for Select, and Mr. Reilly for Common, but they both pulled through by handsome majorities. In the Twelfth ward, Mr. Rayburn, of Select, was defeated by Mr. Ray; and in the Thirteenth, Mr. C. P. Duff, who was defeated for the Republican nomination, and ran independent against Mr. Powers, failed to get through. In the Sixteenth ward, Mr. Robert Watson "went under." Mr. Epping having sunk him. In the Seventeenth, J. W. Riddell, Esq., the Republican nominee for Select, was beaten by Mr. Taylor, by a majority of nine votes. The Twentieth ward returns Dr. Gross and Major Vogley, the respective Presidents of Councils. Following are the names of the members elected:

Pittsburgh Councils.

Wards.	Select.	Common.
1.	F. Schild, R.	John Cuthbert, R.
2.	Wm. Phillips, R.	John Torrence, R.
3.	John Shipton, R.	S. P. Fulton, R.
4.	John R. McCune, R.	W. W. Thompson, R
5.	B. Rafferty, D.	J. C. Riley, D.
6.	H. F. Dalzell, R.	W. J. Flinn, R.
		Ed. Bindley, R.
7.	Chas. Jeremy, R.	Samuel Mears, R.
8.	J. W. McGimpsey, R.	John Nolan, R.
		William Kerr, R.
9.	John Froehlich, R.	James Boyd, R.
10.	J. Ahl, D.	George Smith, D.
11.	S. Barclay, R.	Charles Megraw, R.
12.	R. N. Ray, D.	Thos. Rosewell, R.
		Thomas McNeil, R.
13.	Henry Metzgar, R.	C. J. Powers, R.
14.	R. S. Waring, R.	J. B. Glass, R.
		Peter Connolly, C.
15.	J. G. Weldon, D.	John A. Fox, R.
16.	J. P. Epping, D.	L. J. Sheitenbrand, D.
		T. J. Finnerty, D.
17.	J. Taylor, D.	W. C. Brown,* R.
		H. E. Wainwright, R.
		Robert Young, D.
18.	J. H. Jones, R.	P. W. Seibert, R.
19.	J. G. Mackonnell, R.	P. D. Perchment, R
20.	A. H. Gross, R.	W. B. Negley, R.
21.	Jas. Littell, R.	W. F. Aull, R.
22.	J. B. Murray, R.	D. B. Morrison, R.
23.	C. Evans, R.	Hiram Frank, R.
24.	J. S. Atkinson, R.	Thos. O'Neil, D.
25.	R. B. Brown, R.	M. M. Feiter, R.
26.	M. A. Arnholt, R.	John Hughes, D.
		L. Hahn, R.
27.	Jas. T. Galvin, D.	Francis Hogle, D.
28.	Dr. Kerr, D.	F. Pauline, R.
29.	Wm Doyle, R.	R. H. Conway, R.
30.	No returns.	
31.	John T. Jones, C.	John Robbins, C.
32.	S. Goldthorpe, R.	C. A. Boucher, R.
33.	Richard Perry, R.	F. Laughran, D.
34.	J. D. Buckley, D.	J. Fitzpatrick, D.
35.	J. P. McKee, R.	Wm. Beil, R.
36.	J. W. Ballentine, C.	Thos. Walker, C.
37.	T. G. Macfarlane, R	J. Semple, R.

*To fill unexpired term of J. Moore, deceased.

Allegheny Councils.

Wards.	Select.	Common.
1.	J. E. McKelvy, R.	W. P. Bedell,
		W. Thompson, I.
2.	W. H. Graham, R.	S. D. Sholes, R.
		Simon Drum, R.
		Wm. Pence, R.
3.	John Huckestien, I.	Jas. Wilson, R.
		C. Kredel, R.
		J. Simon, R.
		A. W. Erwin, R.
		A. J. Pentecost, R.
4.	J. C. Patterson, R.	Thos. Brown, I.
		Wm. Borton, R.
		Jos. Lautner, R.
5.	Wm. Heagy,	Hugh McGuire, C.
		Louis Mouj, C.
6.	J. Knox, D.	S. A. Johnson, R.
		Wm. C. Cook, R.
7.	C. C. Hax, R.	Geo. A. Cooling, R.
		L. P. Stone, R.
		Henry Gumber, D.
8.	S. McRoberts, R.	F. Hoof, R.
		A. Schmit, R.
		H. K. Biter, R.
		C. Klicker, R.
9.	No returns,	N. Gesmith, R.
10.	H. Kreiling, R.	J. O. S. Golden, R.
		J. Bonnet, R.
11.	C. H. Hartman, R	J. T. Wachop, R.
		Robt. Wilson, R.

Among the defeated Councilmen in Allegheny are H. M. Hatfield, Fire Elimin. President of Common Council, who is superseded by Mr. Bedell, Democrat. In the Third ward Mr. Wettach was beaten for Select by Mr. Huckenstine, and Mr. Rayburn, of Select, was defeated by Mr. Ray; and in the Thirteenth, Mr. C. P. Duff, who was defeated for the Republican nomination, and ran independent against Mr. Powers, failed to get through. In the Sixteenth ward, Mr. Robert Watson "went under," Mr. Epping having sunk him. In the Seventeenth, J. W. Riddell, Esq., the Republican nominee for Select, was beaten by Mr. Taylor, by a majority of nine votes. The Twentieth ward returns Dr. Gross and Major Vogley, the respective Presidents of Councils. Following are the names of the members elected:

Pittsburgh Councils.

Wards.	Select.	Common.
1.	F. Schild, R.	John Cuthbert, R.
2.	Wm. Phillips, R.	John Torrence, R.
3.	John Shipton, R.	S. P. Fulton, R.
4.	John R. McCune, R.	W. W. Thompson, R
5.	B. Rafferty, D.	J. C. Riley, D.
6.	H. F. Dalzell, R.	W. J. Flinn, R.
		Ed. Bindley, R.
7.	Chas. Jeremy, R.	Samuel Mears, R.
8.	J. W. McGimpsey, R.	John Nolan, R.
		William Kerr, R.
9.	John Froehlich, R.	James Boyd, R.
10.	J. Ahl, D.	George Smith, D.
11.	S. Barclay, R.	Charles Megraw, R.
12.	R. N. Ray, D.	Thos. Rosewell, R.
		Thomas McNeil, R.
13.	Henry Metzgar, R.	C. J. Powers, R.
14.	R. S. Waring, R.	J. B. Glass, R.
		Peter Connolly, C.
15.	J. G. Weldon, D.	John A. Fox, R.
16.	J. P. Epping, D.	L. J. Sheitenbrand, D.
		T. J. Finnerty, D.
17.	J. Taylor, D.	W. C. Brown,* R.
		H. E. Wainwright, R.
		Robert Young, D.
18.	J. H. Jones, R.	P. W. Seibert, R.
19.	J. G. Mackonnell, R.	P. D. Perchment, R
20.	A. H. Gross, R.	W. B. Negley, R.
21.	Jas. Littell, R.	W. F. Aull, R.
22.	J. B. Murray, R.	D. B. Morrison, R.
23.	C. Evans, R.	Hiram Frank, R.
24.	J. S. Atkinson, R.	Thos. O'Neil, D.
25.	R. B. Brown, R.	M. M. Feiter, R.
26.	M. A. Arnholt, R.	John Hughes, D.
		L. Hahn, R.
27.	Jas. T. Galvin, D.	Francis Hogle, D.
28.	Dr. Kerr, D.	F. Pauline, R.
29.	Wm Doyle, R.	R. H. Conway, R.
30.	No returns.	
31.	John T. Jones, C.	John Robbins, C.
32.	S. Goldthorpe, R.	C. A. Boucher, R.
33.	Richard Perry, R.	F. Laughran, D.
34.	J. D. Buckley, D.	J. Fitzpatrick, D.
35.	J. P. McKee, R.	Wm. Beil, R.
36.	J. W. Ballentine, C.	Thos. Walker, C.
37.	T. G. Macfarlane, R	J. Semple, R.

*To fill unexpired term of J. Moore, deceased.

Allegheny Councils.

Wards.	Select.	Common.
1.	J. E. McKelvy, R.	W. P. Bedell,
		W. Thompson, I.
2.	W. H. Graham, R.	S. D. Sholes, R.
		Simon Drum, R.
		Wm. Pence, R.
3.	John Huckestien, I.	Jas. Wilson, R.
		C. Kredel, R.
		J. Simon, R.
		A. W. Erwin, R.
		A. J. Pentecost, R.
4.	J. C. Patterson, R.	Thos. Brown, I.
		Wm. Borton, R.
		Jos. Lautner, R.
5.	Wm. Heagy,	Hugh McGuire, C.
		Louis Mouj, C.
6.	J. Knox, D.	S. A. Johnson, R.
		Wm. C. Cook, R.
7.	C. C. Hax, R.	Geo. A. Cooling, R.
		L. P. Stone, R.
		Henry Gumber, D.
8.	S. McRoberts, R.	F. Hoof, R.
		A. Schmit, R.
		H. K. Biter, R.
		C. Klicker, R.
9.	No returns,	N. Gesmith, R.
10.	H. Kreiling, R.	J. O. S. Golden, R.
		J. Bonnet, R.
11.	C. H. Hartman, R	J. T. Wachop, R.
		Robt. Wilson, R.

Ward Elections.

The following full returns of ward elections have been furnished us:

FIRST WARD.

Select Council—Fred Scheld,* R., 297; Philip J. Higgins, D., 122.

Common Council—John Cuthbert,* R., 267; James Torrence, R., 151.

School Directors—Andrew Miller,* R., 259; George Wilson,* R., 261; Albert Torrence, D., 161; Louis Glesenkemp, D., 158.

Judge of Election—R. C. Elliott,* R., 253; H. W. Buffum, D., 162.

Inspector—George W. Perkins,* R., 263; Thomas Broadsick, D., 157.

SIXTH WARD.

Following is a full list of Council and ward officers elected in the Sixth ward, Pittsburgh:

Select Council—H. F. Dannals.

Common Council—Edwin Bindley, W. J. Flinn.

School Directors—E. W. Morrow, Jacob Kelsher.

Judge of Election—Thomas Lloyd.

Inspector—W. F. Langkamp.

Assessor—H. J. Thomas.

Constable—Bennett Lake.

The gentlemen whose names are marked * were elected.

ELEVENTH WARD.

Select Council—Samuel Barckley,* R., 377; Thomas J. Blackmore, D., 235.

Common Council—Charles Meyran,* R.,387; Alex. McFarland, D., 225.

School Directors—James McEwen,* R., 392; James Shannon,* R., 394; Amos M. Barbin, D., 207; Dr. J. S. Thorne, D., 194.

Assessor—James McGaffin,* R., 345; Samuel Lea, D., 229.

Alderman—John J. Ballard,* R., 425; Samuel Irwin, D., 180.

Judge of Election—William B. Hays, Jr.,* R., 406; B. F. Kearney, D., 160.

Inspector—John Wallace,* R., 409; Jacob Byerly, D., 185.

Constable—James Chalfant,* R., 421; Albert Dalgauer, D., 177.

THE NEW ELECTION LAW.

Confusion in Regard to Making Returns, Etc.

The radical changes made in the manner of holding elections, and the limited time which the election officers had in which to post themselves up, caused much confusion, particularly as to *where* the returns should be made. The supplement of January 30th, 1874 (section fifteenth), requires the returns to be made to the Prothonotary of the Court of Common Pleas, who should present the returns to the said court, where they should be opened and computed in the presence of the judge or judges, etc. This section, however, was changed by a supplement passed last week, which provided for making the returns of "borough and township" elections to the Clerk of Quarter Sessions, instead of to the Prothonotary. The word "ward" or "city" is not used, in connection with "borough and township," and this gave rise to confusion as to what should be done with the city returns. Some of the election officers carried them to the Mayor, while others deposited them with the Clerk of the Courts. The latter named official, not having received a certified copy of the supplement alluded to, telegraphed as follows for instructions:

HARRISBURG, February 18.

Mr. Thos. McCunant, Office of Secretary of Commonwealth at Harrisburg:

Under supplement of Election law passed on Friday last, are election returns to be filed in Prothonotary or Clerk of Courts office? Answer immediately. W. M. CLEARY,
Clerk of Courts.

To the above the following reply was received:

HARRISBURG, February 18.

W. H. McCleary, Clerk of Courts, Pittsburgh:

The act approved February 13th, requires returns for borough and township officers to be delivered to the Clerk of Quarter Sessions. THOS. MCCAMANT.

Under this advice, Mr. McCleary concluded that it was his duty to receive "borough and township" returns only, and advised that the "ward" returns be left with the Prothonotary. That gentleman, however, declined to receive them, and they were generally left in the office of the Clerk of the Courts.

It seems to be the intention of the act that all municipal officers—ward, borough and township—shall be returned as heretofore, and that only the *general* elections are to go before the Court of Common Pleas for opening and computation. The second section of the act of 30th January last, as amended by the supplement of 13th February, instant, would read thus:

"Nothing in this act shall require the returns of election of township or borough officers to be made to the court as directed in this section; but all returns of the election of township and borough officers shall be enclosed in a sealed cover, directed to the Clerk of the Court of Quarter Sessions of the proper county, and shall, by some one of them, be delivered to his office three days after every such election and filed therein," etc.

The law also requires one copy of the returns to be placed in an unsealed envelope, and deposited with the clerk of the court for public inspection; but only a few of the election officers seemed to have attended to this—all the copies having been sealed up in most instances. In some cases none of the returns were sealed at all, but simply tied up with tape.

The press reporters were anxious to obtain copies of the returns, yesterday, but owing to the uncertainty as to which officer was the proper custodian of the ward returns, and whether they had to be opened in the presence of the judges of the court, it was deemed best not to have them opened at all until these questions were determined. So the returns were not opened yesterday.

Another difficulty was experienced in regard to distributing the ballot boxes—some carrying them to the nearest Justice of the Peace, others to the Mayor's office, and several were carried for miles and deposited with the Clerk of the Courts.

The change which prohibits the counting of the votes until all the ballots have been cast, is a very objectionable one to election officers. In nearly all the districts in the city it was not completed until after daylight—thus entailing twenty-four consecutive hours of hard labor on the members of the several boards.

It was expected, of course, that there would be some friction in getting the new machinery to operate, but it evidently needs a little filing and fitting before it can be put in smooth running order. Either the machinery is not properly adjusted, or those who are to operate it do not understand its several parts.

CORONER'S INQUEST.

Man Drowned Near Elizabeth.

Monday evening about six o'clock, John Vance, who resided two doors above Thirteenth, on Penn street, was drowned at Lock No. 3, about three miles above Elizabeth. Vance and two men, named Michael Neugen and Tim Cochran, attempted to cross the river at that point in a leaky skiff. By the time they had reached the center of the stream the boat was about half full of water and was overturned by the men in their fright. Neugen swam ashore, and Cochran by grasping the side of the skiff was enabled to keep himself above water until reached by a party of three men from shore who heard the cries for help. After rescuing Neugen the party commenced a search for Vance, and about half an hour afterwards found his body floating in the water, a short distance below the place of disaster. Coroner McCallin was notified and yesterday afternoon held an inquest on the body, when a verdict in accordance with these facts was rendered. The deceased had formerly been a contractor on the Pittsburgh, Charleston and Virginia Railroad, and was well known in the city. He leaves a wife and seven children. A silver watch, which had stopped at twenty-five minutes after six, a lot of tobacco, money to the amount of nine dollars and twenty cents and several small articles were found in his pockets. His body will be brought to the city this morning.

Thoughts for School Directors.

A broad gleam of sense on the educational question comes from Worcester, Mass., the teachers of which humble town have, after much discussion, arrived at the sensible conclusion that the pupils of the public schools are not overworked, but that they are injured by late hours, foolish dressing and ill-ventilated school rooms, in which conclusions there is so much of truth that they deserve careful consideration among ourselves. Our school rooms should be attractive as well as wholesome. Let the children have an abundance of fresh air, but also give them something else than bare, glaring whitened walls for their aching eyes to fall upon when weary of the printed pages and seeking for a few minutes' relief anywhere—anywhere out of a book. The subject of dress must in a large measure ever be left to the discretion of parents. But where are the philanthropists who will make school studies pleasanter by adorning school rooms with pictures pleasant for the sight of childhood? Not maps, nor historic charts, nor views of Rome, but real, jolly, colored engravings, having no more bearing on lessons than a visit to the circus.

CITY MATTERS IN BRIEF.

SUB-COMMITTEES of the Police Committee, on Claims of Policemen and Supplies, met yesterday, but transacted no business of public interest.

MARTIN BURKHEIMER, who was shot near Miller's saloon, corner of Forty-second and Willow streets Sunday night, is now pronounced out of danger.

A TRAIN on the Baltimore and Ohio Railroad ran over and instantly killed a man at Cameron, W. Va., about nine o'clock Tuesday night. Our informant did not learn the name of the deceased.

THIS EVENING Miss Minnie Swayze, formerly of Vassar College, will give an entertainment at the Seventh United Presbyterian church Forty-fourth street, consisting of dramatic readings and recitations.

PETER WILSON, a passenger brakeman on the Pennsylvania Central Railroad, fell off one of the trains three quarters of a mile west of Florence Tuesday morning. When found he was dead. His body was horribly cut and bruised, either by his own train or a passing one. He lived at New Florence, and leaves a large family. He had been connected with the road for eight or nine years, and was a trusted employee.

THIS evening, at seven o'clock, a meeting of the Pittsburgh and California Enterprise Company will be held at the office of Messrs. M. F. Cassiday & Co., No. 138 Third avenue and Smithfield street. The object of the meeting will be to make arrangements for a reunion of those who participated in the adventures of the company so many years ago. The Enterprise Company crossed the plains to California in 1849. It then numbered over four hundred. Now only about fifty can be found.

Yesterday morning five of the parties arrested in Allegheny for the robbery of Fort Wayne freight cars had a hearing before Acting Mayor Nellie. Messrs. Gibson and Johnson appeared for the defense, and J. F. Kennedy, Esq., for the Commonwealth. H. Connor, who had previously been committed to await trial on a similar charge, was brought from jail, and gave testimony against a part of the accused. Samuel Curry, J. Donnelly and Rudolph were discharged, and the other two, Thomas Leonard and David Newgler, furnished bail in the sum of one thousand dollars each for their appearance at Court.

WHAT IS HE!

The Young Man Who Reads Your Thoughts—A Party of Reporters Testing Him.

[From the Detroit Free Press.]

At four o'clock on Saturday afternoon, representatives from the several daily paper of Detroit assembled in the parlors of the Michigan Exchange, to test the almost incredible powers of J. B. Brown, the young lowa "